# PACIFIC FISHERMAN

SEPTEMBER
1951
A Miller Freeman Publication
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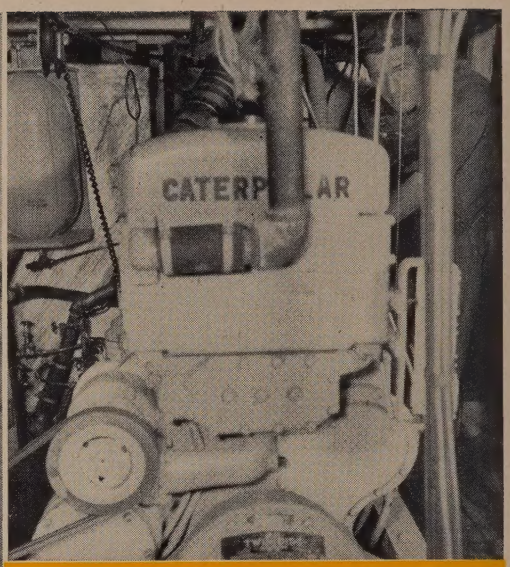


Ed Martel, Friday Harbor, Washington, wasn't guessing when he powered his 44½-foot purse seiner *Denny M.* with his "Cat" D318 Diesel Marine Engine. He'd worked other boats that had "Cats"—he knew their performance. The *Denny M.* fishes in 265 fathoms for sockeye salmon. Average catch—2,000 fish.

# There's a big job ahead

How your engines stand up has a real bearing on America's fight to be strong and free. It is estimated that more than 2 billion pounds of fish are needed from Pacific Coast and Alaskan waters for our country's food supply this year. We're entering a period when marine equipment must deliver or else!

Look at the engine field. Military and Defense Rated Orders are taking their share of "Caterpillar" production. Shortages of steel and other materials make it still more difficult to supply all the new engines required. This means that *present equipment must be kept in use.*

"Cat" Diesel Marine Engines are built to handle the rugged duty that goes with fishing. They use non-premium, low-cost fuel without fouling. Their full advertised power is delivered at the propeller, and they're engineered to serve you long and faithfully. *How* long is up to you. Good care pays off in longer wear.

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## *You're the Doctor*

Don't let your engine overheat. Maintain the cooling system, keeping it free of scale, rust and sediment. Use soft or treated water and, when freezing temperatures exist, protect your engine with anti-freeze. Clean the heat exchanger periodically, removing foreign matter from the core by brushing or washing. Use chemical flushing solutions. Prevent engine troubles which come with overheating. Consult your Operator's Instruction Book.

**CATERPILLAR**
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**DIESEL**
*Marine Engines*

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*A Miller Freeman Publication*

**Vol. 49** **No. 10**

**SEPTEMBER, 1951**


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**President** ..... **Miller Freeman**
**Manager** ..... **Lawrence K. Smith**
**Editor** ..... **DeWitt Gilbert**
**Advertising Manager** ..... **C. L. Hillyard**
**Circulation Manager** ..... **Miller Freeman, Jr.**

**Publication Office**
**815 Witmer St.** **Los Angeles 17** **DUnkirk 9-1112**

**Editorial, Advertising and Executive Offices**
**71 Columbia St.** **Seattle 4** **MAin 1626**

**Branch Offices**

LOS ANGELES 17
*A. W. Ponsford, Associate Editor*
*815 Witmer St. DU. 9-1112*

SAN FRANCISCO 5
*Stuart F. Leete, Associate Editor*
*121 Second St. CA. 1-5887*

VANCOUVER, B. C.
*Charles L. Shaw, Associate Editor*
*Royal Bank Bldg. MA. 1520*

PORTLAND 4
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### *Cost-Corrective Pricing For Red Salmon Studied*

Possibility that ceiling prices on Red Salmon would be adjusted upward to bring them more nearly in line with costs loomed large as this issue of PACIFIC FISHERMAN went to press. There was no shred of likelihood, however, that the expected pricing would be at break-even levels.

The $29 ceiling price for Reds admittedly was fixed before the disastrously small pack, with resultant high units costs, was produced in Alaska.

"Smart money" thought O.P.S. might adjust the Red tall price upward to last winter's $31 ceiling, and perhaps lift Red halves to $19. Whether Cohoe pricing would be tied to Reds or allowed to stand at $25 and $15 was an open question.

### *The Salmon Question*

Why has Canada been able to maintain the salmon resources of British Columbia at a satisfactory and relatively stable level while the salmon fishery of Alaska has been marked for years by extreme variables, with the trend unmistakably toward decline?

That is the ranking salmon question of 1951.

Its answer probably lies in Man's knowledge, and how it is applied in administration of the fisheries.

### *H. B. Friele Advances To Nakat Presidency*

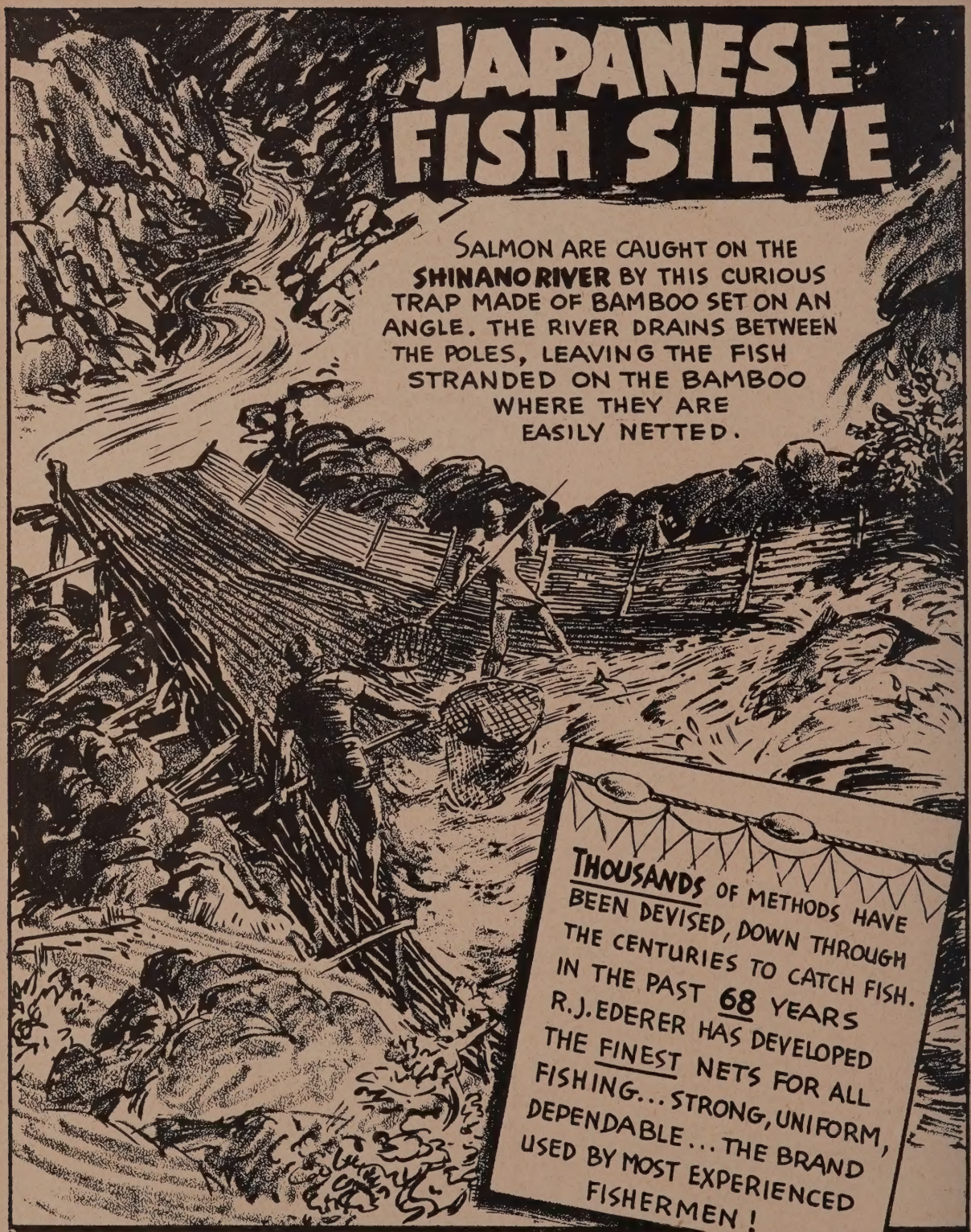
H. B. Friele of Seattle in August advanced to the presidency of the Nakat Packing Corporation, salmon canning subsidiary of the Great Atlantic & Pacific Tea Co.

Mr. Friele has served the company as vice president and general manager since its incorporation in 1925 to handle the salmon operations previously conducted by A. & P. Products Co., of which he had been Northwest manager since it entered the salmon canning field in 1922. In that year A. & P. Products Co. purchased the Hidden Inlet cannery and leased the plants at Heceta Island and Cape Edwards.

Mr. Friele has been particularly active in salmon industry affairs, having been president of the Association of Pacific Fisheries for several terms and a national director of the National Canners Association. He also has devoted many years to service as a trustee of the association, a director of the Alaska Salmon Industry, Inc., member of the advisory board of the Fisheries Research Institute, member of the N.C.A. fishery products committee, and other duties of general trust, responsibility and service to the salmon industry.

## THE COVER PICTURE

The striking picture on the cover of this issue was taken during the 1951 fishing season by Dr. W. F. Thompson, director of the Fisheries Research Institute, at the Pacific entrance to False Pass. *Memories* is a Tacoma seiner owned by Capt. Marco Malich and George Peterson and commanded by the former. The smoking volcano on the left is Shishaldin, "Moses" of the Aleutians, while Isanotski Peak stands on the right. The mountains dominate Unimak Island. The black, rocky island on the right is Bird Island, lying just off Ikatan Peninsula in the vicinity of West Anchor Cove.


JAPANESE FISH SIEVE
SALMON ARE CAUGHT ON THE SHINANO RIVER BY THIS CURIOUS TRAP MADE OF BAMBOO SET ON AN ANGLE. THE RIVER DRAINS BETWEEN THE POLES, LEAVING THE FISH STRANDED ON THE BAMBOO WHERE THEY ARE EASILY NETTED.
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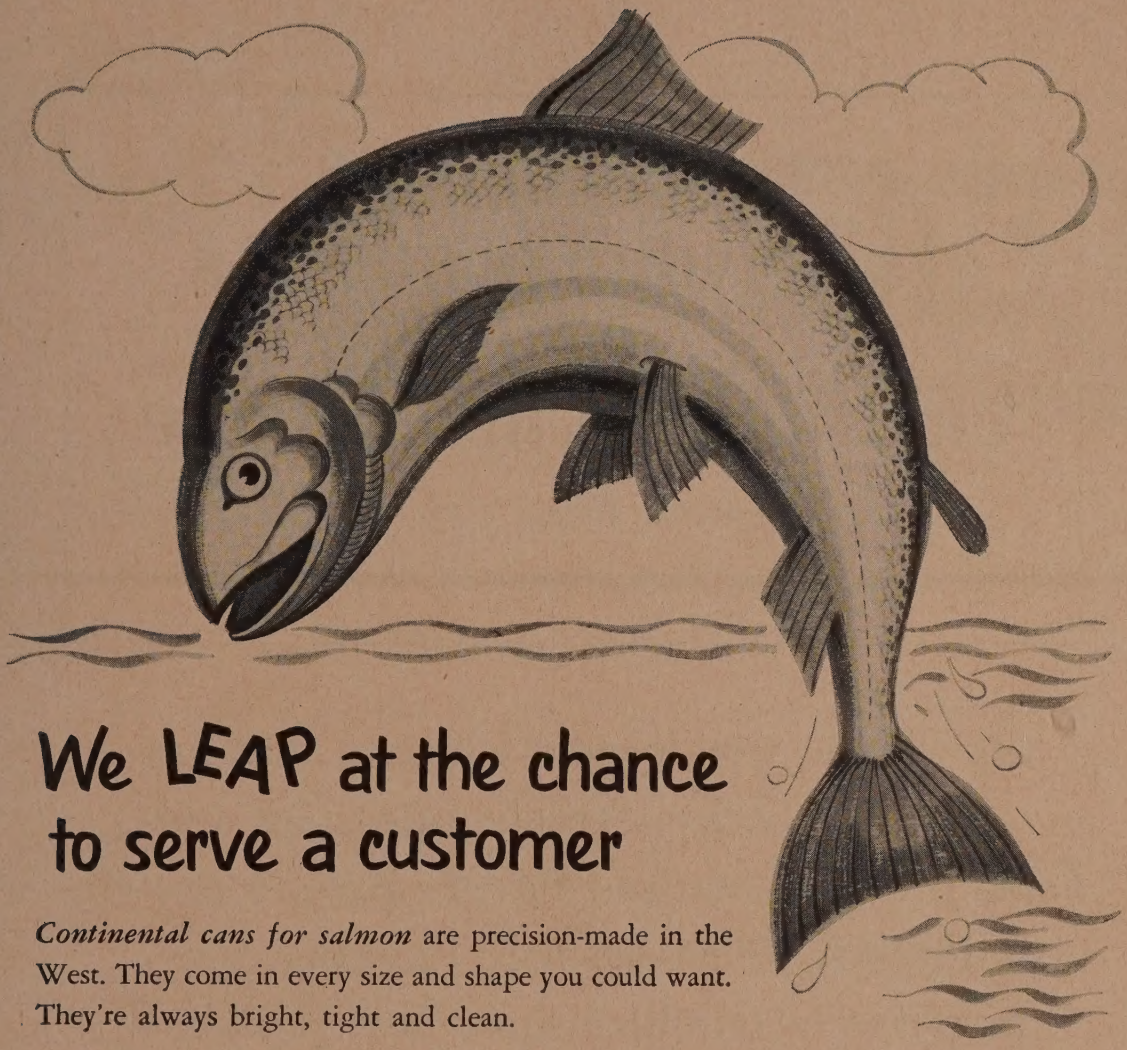

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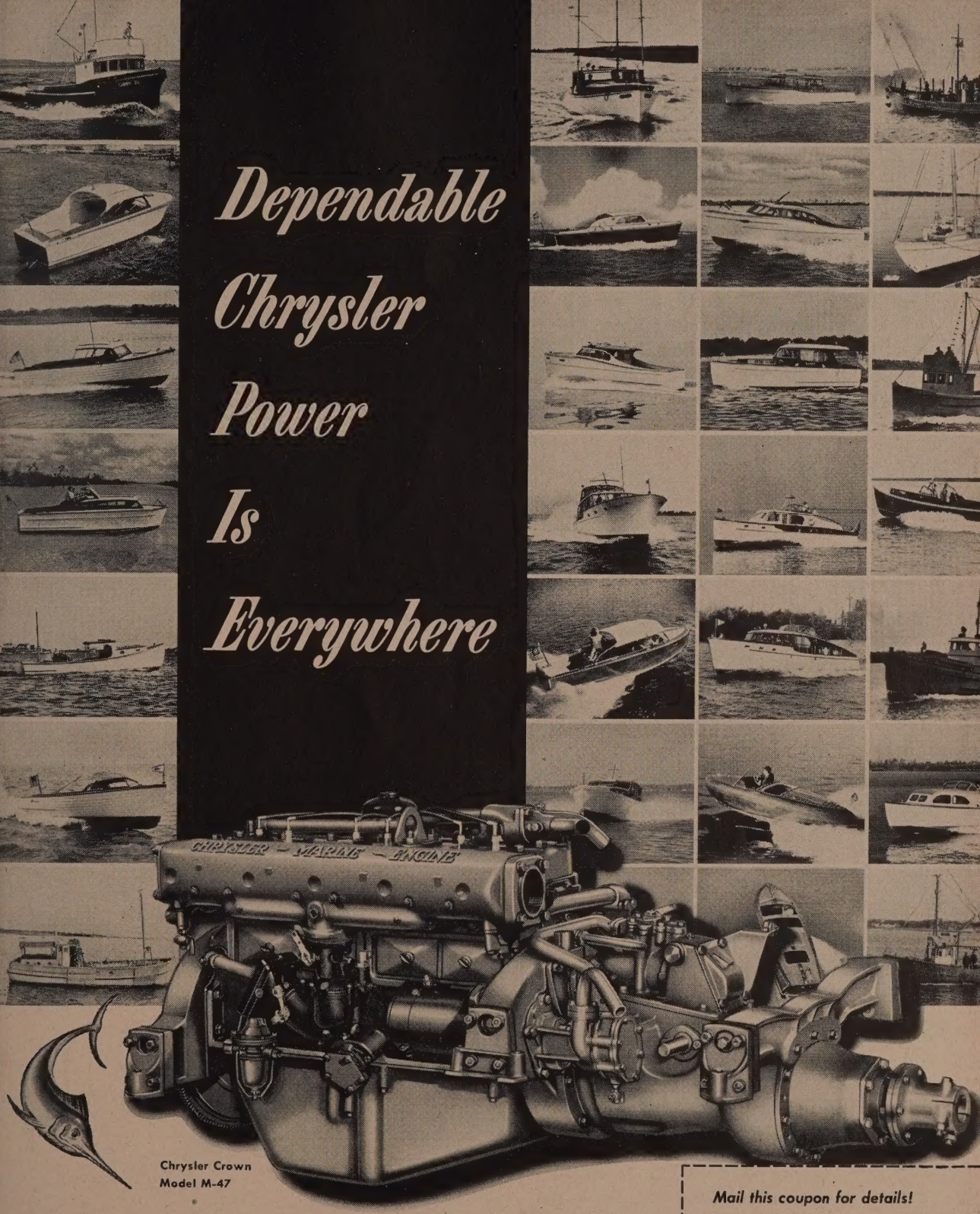


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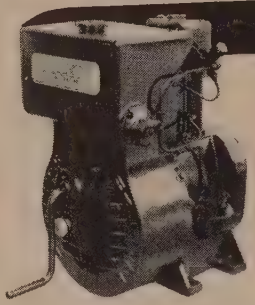

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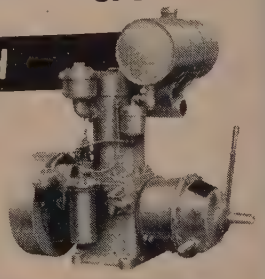

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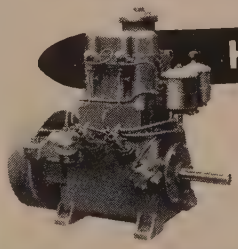

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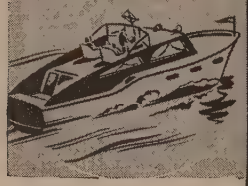

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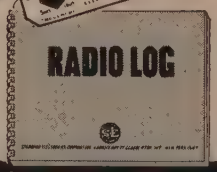


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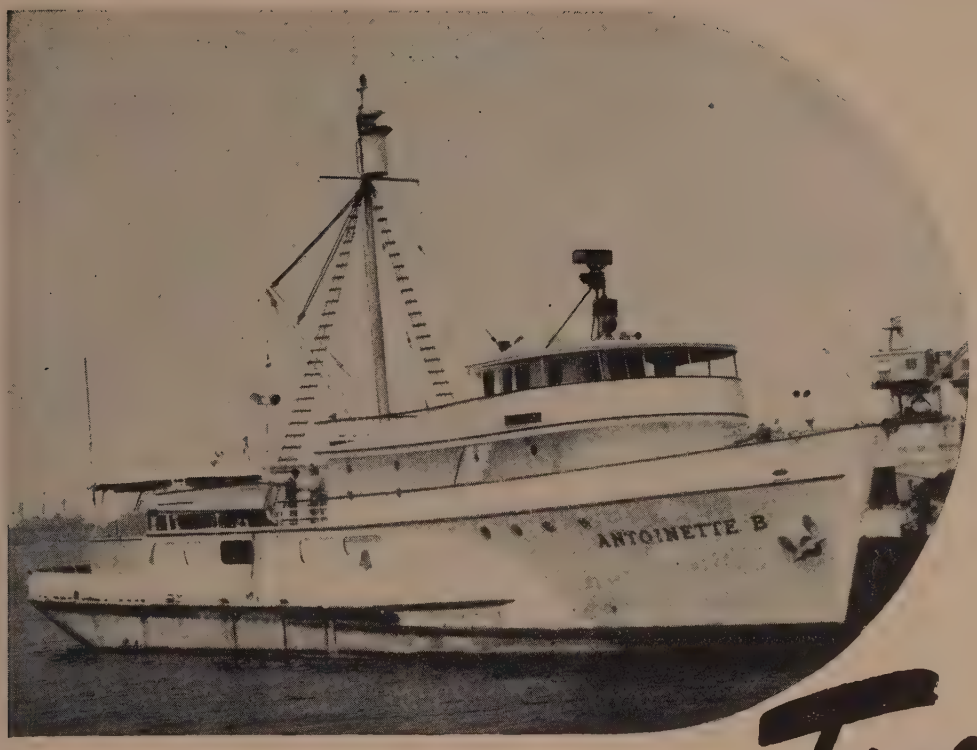


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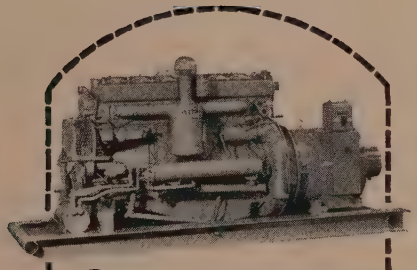

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**for fishing**

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K.W.

● In Southern California's 50-year-old tuna industry, the trend is to Murphy Diesel for auxiliary power. The *"Antoinette B"*, owned by French Sardine and Associates and illustrated above, has just completed her maiden voyage. She is equipped with two 90 K.W. Murphy Diesel Generator Sets. Three other Clippers now on the ways—two for M. O. Medina and one for Louis Castagnola—will also have two Murphy Diesel auxiliaries each.

There's a reason for the trend to Murphy—it's the dependability, economy and compactness of these rugged, heavy duty engines. All the facts are given in the booklet "10 Questions to Ask a Diesel Engine Salesman". Be sure to get a copy from your Murphy Diesel Dealer or write direct.

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**RUGGED** Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

**READ WHAT USERS SAY!**

Blaine Stubblefield

"My *Chief Joseph*, powered with two Chris-Craft Marine Engines, is the first passenger vessel ever to run Hell's Canyon," writes Blaine Stubblefield, Weiser, Ida. "We travel Snake River 212 miles, Weiser to Lewiston, through this continent's deepest gorge and toughest rapids. We ship water, dousing the engines; run full-throttle in shallow mooring, churning gravel that chews our propellers; and gun the engines through 15-ft. swells. Yes, Chris-Craft Marine Engines are the world's best buy!"

**Fishermen!** Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

The 114-ft. trawler, "St. George," is powered with a 550 hp. Cooper-Bessemer diesel driving through a 7 in. dia. by 14 foot Monel shaft. She is owned and operated by Captain Coffin.

## The St. George brings home the fish

*. . . with the help of a Monel shaft*

Captain Clyson Coffin, of Tenants Harbor, Me., knew what he was doing when he specified a Monel® shaft for his trawler, "St. George."

And he was sure he was right when he compared the result of tests, required by The American Bureau of Shipping, to the A.B.S. standards for steel propeller shafting in the same size range.

| | *Monel Shaft of the "St. George"* | *ABS Standard for steel shafting* |
|---|---|---|
| Ultimate Tensile Strength (test piece pulled to breaking) in lbs. per sq. in. . . . . | 89,500 | 60,000 |
| Yield Point, in lbs. per sq. in. . | 51,300 | 30,000 |
| % Elongation over 2" of test piece pulled to breaking . . . . . | 49 | 25 |

With figures like these, it's no wonder the Monel shafts in trawlers, shrimpers and tuna fleets consistently pay more than their way.

Although Monel is being diverted to defense production, essential industries such as fishing can still get some Monel equipment. But, the supply is limited and it will pay you to place your order with your local boat yard well in advance of the installation date.

**The International Nickel Company, Inc.**
*67 Wall Street, New York 5, N. Y.*

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Monel "...It's the SEAGOIN' ® metal"

# Meet the Challenge of this Growing Market

## with Pfizer | Ascorbic Acid

Consumer-size quick frozen fish packages are zooming in popularity. But this consumer market depends on the appeal of your product both to the *eye* and to the *taste.*

You can insure "fresh today" appearance of your frozen fish with Pfizer ascorbic acid. For Pfizer ascorbic acid prevents "rusting" of the fish, preserves its bright natural color.

You can protect the flavor, too . . . for Pfizer ascorbic acid combats the development of rancidity and unpleasant flavor resulting from atmospheric oxidation. And with the addition of inexpensive citric acid, a lower, money-saving concentration of ascorbic acid can be used.

Pfizer has accumulated practical, technical information on the use of ascorbic and citric acids. Perhaps we can help you with your anti-oxidant problems . . . help put real *buy* in your frozen fish packs. Just drop us a line today; there is no obligation.

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**For the Frozen Food Industry**
Ascorbic Acid,
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Vitamin A,
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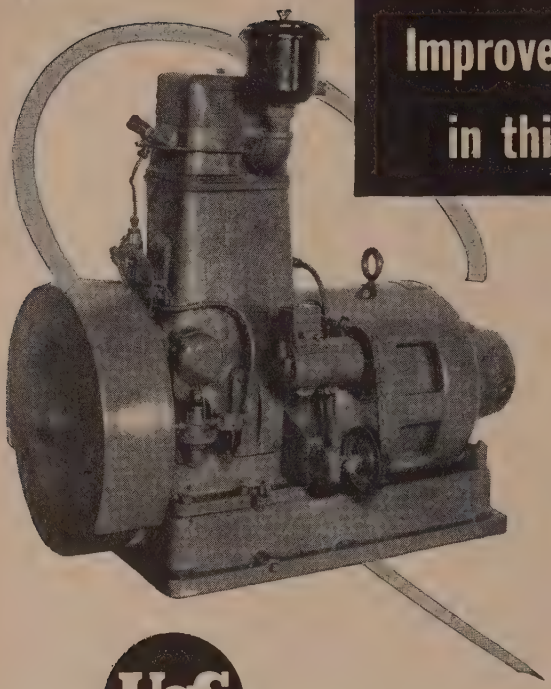

# Improved Marine Pump cooling system in this WITTE DIESELECTRIC UNIT

● Witte's Model LDTEA Dieselectric Unit substitutes a simple marine pump cooling system for the heat exchanger that is common to this type of installation.

Model LDTEA is rated at 5.7 KW-AC or DC. It consists of a Witte Diesel Power Unit and direct-connected generator, mounted on a common base. Sturdy and compact, this Witte Dieselectric Unit furnishes ample electrical power to meet the requirements of most boats.

There are other Witte Dieselectric Units for marine service, giving you models from 2.4 to 5.7 KW. And a Witte Marine Diesel Power Unit designed especially for small boat propulsion, develops 9 hp. at 1350 rpm.

You'll find Witte the answer to your boat's power requirements. Write for additional information, complete specifications and the name of your Witte distributor.

WITTE ENGINE WORKS, KANSAS CITY 3, MO.
*Division of Oil Well Supply Company*

USS TRADE MARK

**WITTE DIESELECTRIC UNITS and DIESEL POWER UNITS**

UNITED STATES STEEL

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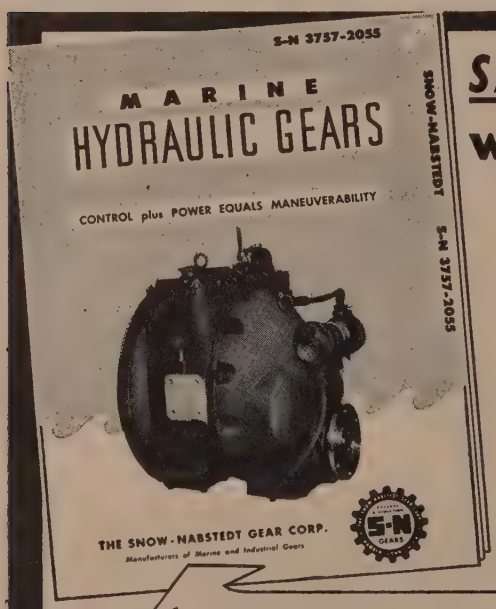


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## *SAVINGS AND BENEFITS FOR YOU* with S-N HYDRAULIC GEARS

- **Easy Operation** — S-N for remote control gives instantaneous operation at your fingertip.
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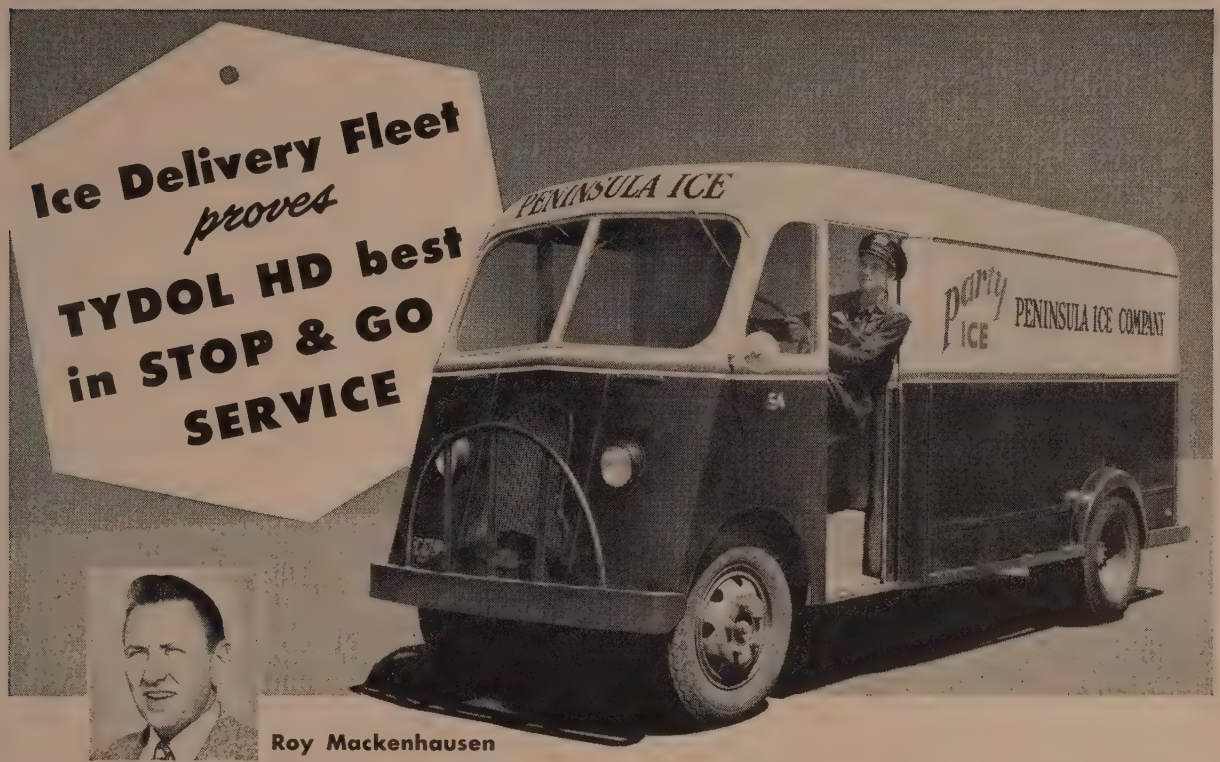
**THE SNOW-NABSTEDT GEAR CORP.**
P. O. BOX 1753 NEW HAVEN, CONN., U. S. A.

# Ice Delivery Fleet *proves* TYDOL HD best in STOP & GO SERVICE






Roy Mackenhausen

"Motor oils take a terrific beating in our fleet of 20 ice delivery trucks," writes Roy Mackenhausen, Peninsula Ice Company, San Mateo, California. "Our type of stop-and-start operation was too much for a well-known competitive oil. Sludging and clogged oil rings resulted.

"So we tried Tydol HD. Right away, oil consumption dropped noticeably. Sludging stopped. Pitting and corrosion of cylinder walls has been eliminated. And our trucks now spend more time in service; far less in the shop. I'm convinced Tydol HD is years ahead of any other oil on the market."

## GIVE *YOUR* EQUIPMENT A NEW LEASE ON LIFE

Light truck engine or giant diesel—both take a new lease on life with a Heavy Duty Tydol on the job. These great high detergency oils provide extra protection *seven vital ways!*

Rich in active cleansing ingredients, Heavy Duty Tydols keep rings and valve stems clean. Get rid of carbon deposits. Eliminate sludging. They prevent clogged oil ducts. Keep filters clean longer. Anti-oxidation compound counteracts corrosive acid-action; reduces engine wear. No other oil keeps engines *so clean...so free from wear.*

Let Heavy Duty Tydols safeguard *your* equipment. See what you save with the oils that *clean* as they *protect* as they *lubricate.*

## 3 GREAT HEAVY DUTY TYDOLS

**100% paraffin base high V. I. motor oils scientifically compounded with selected additives.**

**TYDOL HD**—High detergency

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***Ask your Associated Representative which Tydol meets your needs.***

TYDOL HD MOTOR OIL

**TIDE WATER ASSOCIATED OIL COMPANY** (WESTERN DIVISION)

# New model BENDIX DR-10 is ready!

**50 fathom range**

**For 6-12-32 volt systems**

**Priced under $500**

GOOD NEWS to the owners of small fishing vessels is the new Model DR-10 Bendix Depth Recorder. It's right in price . . . performance . . . compactness . . . easy installation. Into the Model DR-10 have gone the same high quality materials and expert engineering that have made other Bendix models world famous. Measuring 10 5/32" wide x 7 15/16" high x 8 3/4" deep, the unit weighs only 15 pounds. Metal housing is finished in platinum gray dull wrinkle. Dual range records from 0 to 25 fathoms on one stage, from 25 to 50 fathoms on the other. There are 240 soundings per minute.

The perfect Depth Recorder for small vessels, Bendix Model DR-10 is designed for owner installation—no special tools or electronic knowledge necessary. Illustrated literature and full information available through the affiliated stores shown on the map at right.

***Bendix Depth Recorders have been installed through Pacific Marine Supply Co., Oregon Marine Supply Co., and affiliated stores in vessels too numerous to list here. Installations in 1951 include (in part) the following seiners, trollers, draggers, a power scow, research vessels, halibut vessels:***

ADDINGTON
ALASKAN QUEEN
BERNICE
BONANZA
CALIFORNIA ROSE
CAPE KARLUK
CAPE ULITKA
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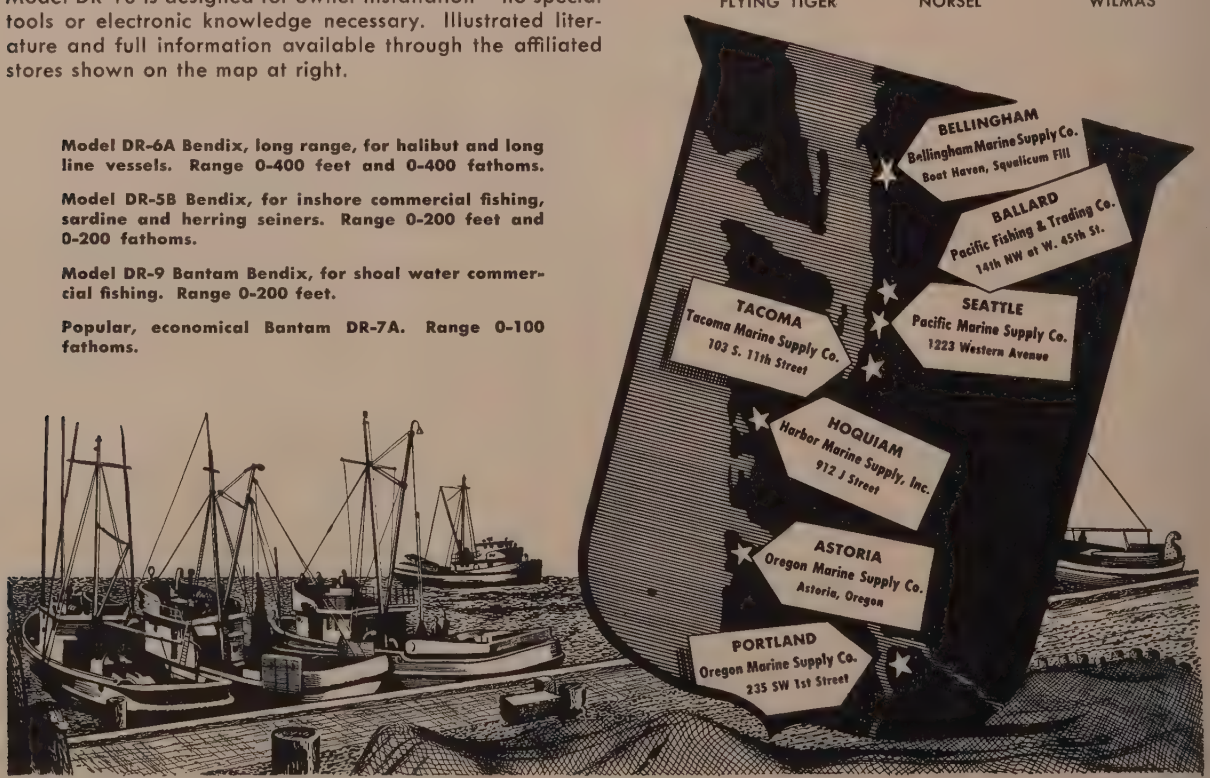
CLIPPER
DEEP SEA
DEFIANCE
EDGECOMBE
ENCORE
FERN
FLYING TIGER
GLORIA II
HAAKON
HAVANA
JOHN R. MANNING
JUDY N
KASILOF
LADY OLGA
LEE ROSE
LEONA W
LOUIE M
MACLOUFAY
MONDOZ
MYLARK
NEW ERA
NINA
NORSEL
NORTH STAR
PACIFIC WAVE
PAMELA RAE
PELICAN
PRINCESS
PROGRESS
RECOVERY
ROXANNA DAWN
SEA GULL
SHELIKOFF
SHINN
SUMMIT
SUN UP
SUSAN ANN
VICKIE LEE
WHALE
WILMAS

**Model DR-6A Bendix, long range, for halibut and long line vessels. Range 0-400 feet and 0-400 fathoms.**

**Model DR-5B Bendix, for inshore commercial fishing, sardine and herring seiners. Range 0-200 feet and 0-200 fathoms.**

**Model DR-9 Bantam Bendix, for shoal water commercial fishing. Range 0-200 feet.**

**Popular, economical Bantam DR-7A. Range 0-100 fathoms.**



PACIFIC FISHERMAN

September 1951

# Western and Central Alaska Salmon Packs are Uniformly Disappointing

Alaska Red Salmon shortage at presstime seemed certain to be the worst that the industry has experienced since 1898, with the bare possibility that late production might bring it up to the pack of 1935, a bare 823,175 cases.

More realistic view, however, was that the Territory's Red pack of 1951 would not exceed 800,000 cases, although the unreported pack resulting from the operation of freezerships on Bristol Bay may run the actual total above these figures.

### *Pink Pack Uncertain*

Pink production was still an uncertain factor at presstime. The Southeastern season, opened Aug. 1 instead of Aug. 6 in the northern part, showed exceptional early promise, but within a few days this gave way to spotty fishing.

Closing of this issue, however, came before there was enough light on the Pink production for its probable outlines to be plainly discerned.

The dismal picture of Red salmon fishing on Bristol Bay at the end of the season there showed a pack of only 19,573 cases (not including the freezerships' fish).

The only year when results there were worse was in 1935, when the pack was 238,892 cases. That was the year when the Bureau of Fisheries closed the bay and then changed its mind and opened it to fishing for the few who were well enough informed to have their outfits on hand.

### *Prince William Worst*

Drastic limitation of Cook Inlet fishing in an effort to get a spawning escapement into the streams understandably cut the pack to ribbons.

Prince William Sound—due for a good pack this year on the basis of all expectations—had a bust which was the most disappointing in Alaska because it was so utterly unexpected. Just how bad the situation was may be judged from this: In 1935 the Port San Juan cannery alone packed more Prince William Sound salmon than did all of the 13 salmon canneries operating there this year did combined.

### *Freezerships' Canning*

The freezerships were having their salmon canned as this was written. While they all could have held more fish, in general the freezership operators felt that they got their full share of a very short run, and that they had not serious complaints for the season.

Several of the freezers, perhaps all of them equipped with brine freezing, are expected to head south for tuna after they have cleared their salmon.

The various freezerships had their salmon canned as follows:

*Reefer King, Pacific Queen, Alaska Reefer* and *North Star*—Washington Fish & Oyster Co., Seattle;

*Toni B.*—Dressell-Collins Fish Co. and San Juan Fishing & Packing Co., Seattle;

*Sea Lark*—Columbia River Packers Association, Bellingham.

No report was available on *Sundown* at presstime.

## 50 YEARS AGO

### July 30, 1901

Word received today from San Juan Island is that 50,000 salmon were liberated from one trap because there was no market for them even at a cent apiece. Old fishermen say this is the greatest run in history. In Victoria an in-coming steamer reported that in the straits there was a streak about a mile wide where the entire water was thick with salmon. Astoria, Oregon, says the phenomenal run of Chinook salmon is continuing, with canneries and cold storage plants unable to hold more.—*Tacoma News-Tribune, June 30, 1901.*

# Steady Puget Sockeye Run Far Ahead of Cycle Years

With the Sockeye pack running well ahead of any recent year to even date—and far, far ahead of the cycle years—the Puget Sound salmon industry to presstime had a glowing feeling, and was just then moving into the period of the Pink run, this being the cyclic year for Puget Pinks.

The Sockeye pack to presstime had been made up of a blend of runs to various tributaries of the Fraser River, notably Pitt and Seymour Rivers and Chilko Lake. There was still time for an Adams River run, and some of the close students of the salmon still were expecting it.

When this issue closed the catch of Fraser River Sockeyes was running better than seven times the production to even date in the cycle years 1943 and 1939. (Cycle year 1947 was closed until after the last report date available at presstime.)

The American catch was still running somewhat ahead of the Canadian take, but the gap was closing as August advanced and the Canadians got a better crack at the fish.

The Fraser River run to presstime had been marked by no sharp spurts, but had been remarkably consistent. To early August the gillnet fishermen had done much better relatively than had the purse seiners.

Pink salmon had been showing about as expected to presstime, their numbers being nominal in the early summer, but always serving as the forerunners of a run which could be expected to reach full tide around the last of August.

# Sardine Price Dispute Blocks Operations at August Opening

Tradition that northern California's sardine fishing season does not start on the opening day this year, found no exception—at least for the big purse seiners.

Purse seine boat owners of Monterey and San Francisco turned down an offer for $45 per tons. Last year the price was $35 per ton, with boats reportedly getting $45 per ton toward the end of the season.

Purse seine boat owners were holding out for $55 per ton. Processors were offering $45 per ton for fish landed in Monterey and $35 per ton for fish landed from Avila south. The $10 differential was to cover cost of trucking fish from southern points to Monterey and San Francisco plants.

However, small lampara boats, reportedly from Santa Cruz and Monterey, landed some 696 tons at Avila up to Aug. 5, at an "open price." These fish were trucked to Monterey and processed until Aug. 5 when the Monterey Fishermen's Union (AFL) threw picket lines around the unloading facilities at Avila and truck drivers refused to go through the picket lines.

As PACIFIC FISHERMAN went to press no sardines at all were being caught or landed, and there was no indication when negotiations between boat owners and processors would be resumed. It seemed to be the concensus of opinion that fishing, should the price be settled, would not start before the next dark, August 19.

## POFI Tuna Fishing Yields 40-Ton Catch

By far the best research fishing yet encountered by any of the Pacific Oceanic Fishery Investigations cruises was produced by the July operation of the *Hugh M. Smith,* which delivered 40 tons of tuna, largely Yellowfin, taken around the Line and Phoenix Islands.

The fishing was best at Kingman Reef, where 11 tons of Yellowfin were taken in two hours fishing. Trip average was .7 ton per day dock-to-dock; and 3.5 tons per day of actual fishing time.

## Dry Weather Mortality Heavy Among Silvers

The summer's prolonged dry weather produced high mortality in fresh-water Silver salmon populations in Washington, the Department of Fisheries reports.

Coupled with increased irrigation, accelerated evaporation and unauthorized water withdrawal on some streams, the weather left thousands of young salmon stranded in pools in many localities and completely dried small creeks in others. The situation is general through Western Washington.

Among the salmon species, only Silvers have been endangered, as Silver salmon remain in fresh-water for an entire year before migrating seaward and are especially vulnerable to abnormal water flow conditions.

There is a direct correlation between flow and the number of fish surviving to adulthood. Although an excellent Silver escapement to the spawning grounds occurred in the fall of 1950,, the extensive summer losses may be expected to result in a correspondingly poorer "run" on the 1953 return cycle.

By contrast, the hatch from the 1947 run had unusually favorable feeding conditions in 1948, a "wet" year, and the returning run in 1950 provided the best commercial fishing catch in 15 years.

Water flow is one of the most serious problems faced by the Department in its salmon rehabilitation program. Together with stream obstructions, it has been responsible for a major part of the damage done the salmon fisheries in the past 50 years in Washington State. Deforestation, irrigation and stream diversions are main contributors to this particular cause of depletion.

## Snodderly in Charge Of Hydaburg Cooperative

J. C. Snodderly of Ketchikan, who has been assistant manager of the Hydaburg Cooperative Association, Hydaburg, Alaska, was named acting manager recently, succeeding Herbert Kittlesby, who was reported relieved by the Alaska Native Service.

*Richie Nelson,* head of Nelson Bros. Fisheries, Vancouver, was recently elected president of the Pacific Northwest Shrine Association. *Gordon E. Shafer,* of Shafer-Haggart, Vancouver fish oil broker, has been potentate of the Vancouver temple and with Mr. Nelson played a prominent part in the recent Shrine convention in Vancouver.

# Tuna Industry Strives to Hold Pack to Pattern of the Market

Southern California's tuna industry was running behind 1950's production to August 1, by 224,000 cases, and this included the pack of raw fish from foreign sources. Unofficial figures showed, for seven months: 1950, 4,598,452 cases; 1951, 4,374,278 cases.

Packers issued stop-fishing orders to other fleets in July, halting them indefinitely; or put them on rotating schedules with up to 40 days in port. Thus August would see a further drop, particularly as the Albacore season had not proved much of a success. August of last year saw as total 28,216 tons flumed for the combined ports of San Diego and Los Angeles-Long Beach.

July this year the total delivered was 23,060 tons; last year, 27,734 tons. The pack: 1950, 1,179,946 cases; 1951, 1,023,022 cases. Examination of the July comparison in tons:

| | 1950 | 1951 |
|---|---|---|
| Yellowfin | 12,712 | 10,138 |
| Skipjack | 4,773 | 7,374 |
| Bluefin | 31 | 285 |
| Albacore | 9,767 | 4,633 |
| Bonito | 82 | 2 |
| Yellowtail | 369 | 628 |
| | 27,734 | 23,060 |

(Albacore figures include imports.)

Imports of raw tuna at Los Angeles harbor in July were 1,755 tons, of which 334 was Yellowfin and Skipjack from Peru; 1441 tons, Albacore from Japan. Local Albacore at the northern district was 811 tons; at San Diego 2,243 tons.

A number of significant trends can be noted in the tonnage, particularly as affecting Skipjack. For seven months of 1950, the Skipjack catch was 27,365 tons; for 1951, an increase to 43,439 tons. On the other hand, the basic Yellowfin fell from 67,416 tons to 50,537 tons this year.

In July alone for example, the Skipjack catch in 1950 was 4,773; this year it was 7,374 tons. Yellowfin last year was 12,712; this year it dropped to 10,138 tons. Albacore, of course, was way off, although this will find a boost from the 10,000 to 12,000 tons of Japanese frozen Albacore committed to west coast—and some eastern—packers, for 1951. Peru will probably not be much of a factor for frozen tuna because of poor fishing there.

August saw a sharp drop in Albacore catches from Mexico and local waters last year, 4,971 tons; but September showed an increase to 7,663 tons. Packers weren't showing too much interest in the Longfins this year and, on August 2, dropped the price from $350 to $325 per ton. A number of small packers were not taking Albacore at all. Westgate-Sun Harbor Corpany was processing none at San Diego, but was packing at Monterey.

Looking at the balance of the year —in the face of unsettled conditions —the Southern California fleet from August to December last year delivered an average catch of 16,096 tons monthly. Already running behind, it will have to do better than that to keep up with the 1950 tonnage.

On July 18, French Sardine Company, Terminal Island, and its subsidiary, High Seas Tuna Packing Company, stopped all vessels indefinitely. Van Camp Sea Food Company imposed a 40-day lay-in for all clippers having completed two trips in 1951; those with only one trip completed could sail. Westgate-Sun Harbor Company put its fleet on 40-days rotating and California Tuna Canning imposed somewhat similar conditions, as did West Coast Packing.

Purse seining for tuna was practically ended for operations below the international border, only a few being still out. In July the net vessels delivered 1,884 tons, all grades. However, of the total of 272 tons, Bluefin, from both Mexico and local waters, this represented only a small percentage of the Bluefin caught, most of it going to the fresh fish markets.

**Glenn H. Copeland, who was advanced in August from superintendent of the Van Camp Sea Food Co. San Diego cannery to the position of general manager of the company's San Diego operations. He succeeds Bates Harper.**

## Edwards Leaves POFI

Jack Edwards, for many years associated with the San Francisco Sardine Association, and the Pacific Coast fishing industry, has resigned from the Pacific Oceanic Fisheries Investigation, Fish & Wildlife Service, where he was chief of operations in Hawaii.

Mr. Edwards has not yet disclosed his plans for the future.

## Van Camp Advances Copeland at San Diego

Glenn H. Copeland has been appointed general manager of Van Camp Sea Food Company's San Diego operations, including the world's largest tuna cannery. He succeeds Bates Harper, who has resigned from the company. Mr. Copeland had been superintendent of the San Diego plant.

W. J. Hartley has been named to a newly created position as pack director, to be responsible for the grading and quality control of all Van Camp plants. William C. Wylee was named to succeed Mr. Copeland as superintendent. During August, Jack Kramer, manager of the Terminal Island canneries, was temporarily in San Diego while the changes were taking place.

# 18% Sardine Drop Forecast

A prediction that California's sardine harvest for the 1951-52 season would drop by 18.5% to about 285,000 tons as compared to the catch of 350,548 tons for 1950-51, was made at the last meeting of the California State Marine Research Committee in Monterey, by Dr. Frances Clark, Bureau of Marine Fisheries.

Last year it was predicted that the catch would be 327,000 tons for the 1950-51 season; while the actual catch was 350,548 tons, thus making the prediction 93.4% accurate.

At a business meeting the committee approved budget figures amounting to $137,160 which is the total of the amounts submitted by the five organizations which are participating in the marine research, which the committee directs.

One of the five, the Hopkins Marine Station of Stanford University, Pacific Grove, was granted $5,024 for a new type inshore study proposed by Dr. Rolf Bolin, director. His plan consists of making a weekly trip around Monterey Bay to take water temperatures, which when put with other data being compiled by other organizations may provide a clue to the disappearance of the sardine and thus a "cure" for the "sick" sardine industry. Dr. Bolin said his project would be valuable since a considerable amount of the pilchard population is concentrated in shallow waters offshore.

A breakdown of the budget showed that $75,406 will go to the U.S. Fish & Wildlife Service for its part in the program. Scripps Institution of the University of California will get $45,130 for oceanographic work off the Farallone Islands. The Division of Fish & Game will get $2,000, and $9,600 will go to the California Academy of Sciences in San Francisco.

An interim report of the Committee showed that the sardines started moving north to spawn earlier this year than they did in 1950. During February a few eggs and larvae were found off southern California, an area where none were taken by research vessels until April, 1950. Each year, spawning gradually spreads to the north from Baja, California, where the earliest and frequently the heaviest, spawning takes place.

On the research committee are: Julian G. Burnette, chairman, Richmond Fisheries, San Francisco; Donald T. Saxby, California Packing Corp., San Francisco; John Morris, French Sardine Co., Terminal Island; J. R. Biven, Coast Fishing Co., Wilmington; W. Wade Ambrose, Westgate-Sun Harbor Co., San Diego; Dr. Robert C. Miller, California Academy of Sciences, San Francisco; Lee Payne, president, Fish & Game Commission; E. L. Macaulay, executive officer, Fish & Game Commission; and Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish & Game.

## Patrick Joins J-D Sardine Packing Firm

A. M. Patrick, well known in the California fish business, for a long time with F. E. Booth Co., Inc., later with Princeton Packers, is now associated with J-D Packing Co., San Francisco, in a supervisory capacity.

J-D Packing Co. has taken one of its San Francisco fish elevators out, and has installed it at Morro Bay, where it will engage in a cooperative sardine unloading venture with Central Packing Co., and Sea Beach Packing Co., all of Monterey, and Northern Packing Co., San Francisco.

J-D Packing Co. will not only operate its cannery and reduction plant at Pier 92, San Francisco, but will also operate the Santa Inez reduction plant at Moss Landing, according to Gus Bruno, partner in J-D.

## Mackerel Pack Rises In Lines With 1951

Eleven canneries in the Los Angeles-Long Beach district received in July 4,296 tons of mackerel, packing a total of 73,836 cases, the majority of which was Jack.

Production for the year was running slightly ahead of last year to August 1. This year 28,335 tons were delivered; 449,159 cases packed. Last year for the same period, 27,625 tons were caught; 441,823 cases packed.

Demand for the canned product was normal and prices remained firm from recent quotations. As of August 1, Pacific was quoted at $6.25; Jack at $5.00; Jack, ovals in to tomato sauce, $6.75. The latter was for export.

*Capt. Joe Madruga's* steel clipper *Paramount* was in drydock last month at Campbell Machine Company, San Diego, board, for the tail shaft.

## Two Sardine Canneries For Port Hueneme

At least two sardine canneries will be in operation at Port Hueneme when the Southern California season opens, October 1. These will be San Carlos Canning Company, located at nearby Oxnard, managed by Milton Milan; and Malibu Canning Company, with C. B. Lindsey in charge.

Although two building permits had been granted to northern sardine operators for new plants, neither had been started by mid-August. Permits had been granted to Purse Seine Fishing Company, Martinez, John Constanza; and to Edward David, Del Mar Canning Company, recently of Warrenton, Ore., who had been planning a stickwater plant.

Considerable activity is being planned for unloading sardines at the Navy's Dock No. 1 at Port Hueneme, and trucking to both Monterey and San Francisco. Another unloading point which is developing is Avila where additional sardine hoists have been installed. Trucking started from this port immediately after the northern season opened, although the raw price scale had not been settled.

## Herb Styris Killed

Herbert Styris, 46, partner with Jack Nuttall for many years in the ship chandlers, Nuttall-Stvris Company, San Diego, was killed in an auto accident in the San Joaquin Valley, California, July 20.

Mr. Styris, with his wife, seriously injured in the accident, was returning from a vacation when his car struck a soft shoulder 10 miles north of Inyokern and overturned. Recently he had been elected president of the Harbor Association, and had always been prominent in San Diego civic affairs.

## Alaska Fishery Officials Afoul of Fishery Law

Who do you suppose Don Ralston, Fish and Wildlife Service enforcement agent, found he had in his bag August 1, when he arrested 31 Alaska salmon seiners for law violations?

Included in the catch were two notable figures in Alaska official circles as they pertain to fisheries:

Andrew Hope of Sitka, member of the Alaska House of Representatives and former chairman of the House Fisheries Committee; and

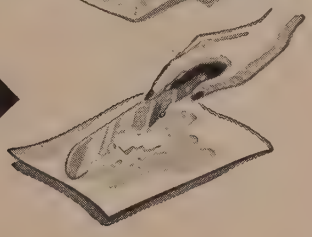
William R. Walton of Sitka, chairman of the Alaska Fisheries Board.

**soak it...**

**boil it...**

**freeze it...**

**grease it...**



# Patapar can take it!

Wonderful for:

- **Fillet wrappers**
- **Box liners**
- **Dried fish wrappers**
- **Recipe inserts**
- **Frozen fish wrappers**
- **Canned sea food liners**
- ***and many other uses***

*Patapar is furnished plain or beautifully printed in one or more colors.*

**Patapar**
REG. U.S. PAT. OFF.
HI-WET-STRENGTH
GREASE-RESISTING PARCHMENT

**There's no paper** quite like Patapar Vegetable Parchment. Soak it in water—boil it. Patapar stays strong and beautiful. Freeze it—thaw it out. No loss of strength. Wrap greasy things in it. The grease doesn't come through.

Standard weights and types of Patapar take care of most needs. For special problems there are special types of Patapar—179 different types in all. If you have a special problem, why not tell us about it?

This Keymark, nationally advertised symbol of wrapper protection, can be included on printed Patapar wrappers.

**Paterson Parchment Paper Company**
**Bristol, Pennsylvania**
*Headquarters for Vegetable Parchment since 1885*
*West Coast Plant:* 340 Bryant Street, San Francisco 7, California
*Sales Offices:* 122 E. 42nd Street, New York 17, N. Y. • 111 W. Washington St., Chicago 2, Ill.

# Pink Shrimp Beds Found

Three areas along the northern and central California coast have been found to have concentrations of pink shrimp in commercial quantity, according to a report made by Wm. Ellis Ripley, biologist in charge, Bureau of Marine Fisheries, Division of Fish & Game, following a cruise last month of the Bureau's research vessel, *N.B. Scofield.*

One bed is off Bodega Head northward to Stillwater Cove—15 miles long, 6 miles wide, from 38 to 60 fathoms. Catches on this bed averaged 61-lbs. per 15 minute drag. The greatest concentration was located in 56½ fathoms at the rate of 277-lbs. taken in a 15 minute drag.

On another bed in Big Flats north of Pt. Delgada, the prawns were found from about 50 to 75 fathoms and were present on nearly all of this area. It is thought possible that this bed extends as far south as Fort Bragg.

One drag made off Usal produced 160-lbs. in 15 minutes. Another bed extending from the Oregon border southward to Patricks Point covers an area about 50 miles long by three miles wide. Prawns were found between 50 and 75 fathoms in this region at an average rate of 126-lbs. for a 15 minute drag, with a maximum concentration of 455-lbs. All catches were made with a 10′ beam trawl. Most of the survey drags were made with a 3½″ mesh net, and a 1″ mesh bag.

# Mexico-Texas Shrimp Leaders Propose Product Promotion

Friendly agreement between the U.S. and Mexican shrimp interests, on solving mutual problems was seen following a summer meeting in Mexico City between representatives of the Texas Shrimp Association, and the Camara Nacional de Industrias Pesqueras, composed of operators both in the Gulf of Mexico and Mexico's Pacific shrimp fishery.

In attendance from the west coast were: Pedro Pinzon, Refrigeradora del Noroeste, Mazatlan; Hector Ferreira, Pesquera de Industrializadora de Guaymas, Guaymas; Jose G. Gutierrez, Pesquera de Topolobampo, Topolobampo.

Also in attendance were: Benjamin W. Shipman, formerly vice president, Marine Products Company, and Los Angeles attorney, advisor to the Camara Nacional de Industrias Pesqueras; Milton Lindner, Fishery advisor, U.S. Embassy, Mexico City; Mauricio Madero, Products Refrigerados, Mexico, D.F., Lic. Anaya, Department of Economia Mexican government, and Manuel Zepeda Garcia, producer from Carmen.

From TSA: J. R. Clegg, Port Lavaca; W. E. Kenon and Virgil Versaggi, Brownsville; John Mehos, president, TSA; W. D. McMillan, president, Texas Fishermen's Association, Brownsville. Mr. Pinzon acted as chairman for the Camara; Mr. Mehos for the TSA.

"Shrimp Association of the Americas" was tentatively chosen as the name for a new international organization, which has as its aim bringing into a working association all shrimp interests in the shrimp producing states, U.S. and Mexican, in the Gulf of Mexico and the Mexican west coast. Mr. Shipman agreed to set up the constitution and bylaws and was also retained by the Camera as counsel in dealings with the TSA as well as on other matters that would concern its shrimp industry in the U.S.

Main function of the new organization would be cooperative advertising in the U.S. to increase shrimp consumption, funds to be derived from a ¼¢ per lb. assessment from both sides of the international border. This too, was tentative, the Texans pointing out they did not represent other states affected, and were not as well organized as the Camara.

Friendly cooperation and an expressed desire by both U.S. and Mexican representatives to compose all problems in the international fishery for mutual benefit, laid the foundation, in the opinion of those participating and observers present, of a strong organization.

Next meeting is scheduled for Galveston, Texas, at which time Mr. Shipman, working with Judge Cox of Brownsville, will present the bylaws as to incorporation of the proposed association.

## *Mexico's West Coast Shrimping Resumes*

Mexico's Pacific shrimp season for 1951-52 got under way in late August, with fishermen in canoes and using cast nets beginning to work the numerous bays along the west coast, from Guaymas to below Mazatlan. The open water season will begin about October 1.

1950-51 season yielded, in round figures, slightly over 24,500,000 lbs. of green shrimp, as compared to 20,440,668 lbs. crossing the international border in Arizona or California custom ports during the previous season.

As of mid-August there was very little of the last season's production in cold storage on the west coast; practically none in the mid-west or east. Due to late fishing on a new discovery of small reddish shrimp offshort from 30- to 40-fathoms, below Topolobampo, some tonnage in large counts was available; none of Under-15, or even 15-20. Closing quotations, laver pack, premium brands were: Under-15, 75¢; 15-20, 75¢; 21-25, 65¢; 26-30, 60¢; 31-42, 50¢; 42-65, 37@ to 45¢ per lb.

## *Paul Bonnot, Biologist, Dies of Heart Attack*

Paul Bonnot, 52, Menlo Park, Calif., the man whose marine research paved the way for development of much of California's oyster industry, died of a heart attack last month shortly after docking his diving boat at Bodega Bay.

Mr. Bonnot was associate marine biologist with the Bureau of Marine Fisheries, Division of Fish & Game. He was recognized as a world-wide authority on the seals and sea lions which inhabit California's coast and islands, and made a census of these animals nearly every year.

At the time of his death, Mr. Bonnot was making an intensive abalone study to determine the best way to handle the abalone population north of San Francisco; how to get the best continuous sport catch, and whether it is possible to have a commercial catch without adversely affecting the sport catch.

*James Hill*, paper captain of the San Diego tuna clipper, *Francis Marie*, took himself a unique vacation recently when he pedaled a bicycle from Tucson, Arizona, to Mexico City and return, averaging 190 miles a day. His rigorous training schedule previous to the trip included riding his bike to the top of Mt. Lemon, 9,500′ high. Said to be the only person who ever did it.

# STANDARD ENGINEER'S REPORT

**DATA**

LUBRICANT RPM Delo Oils

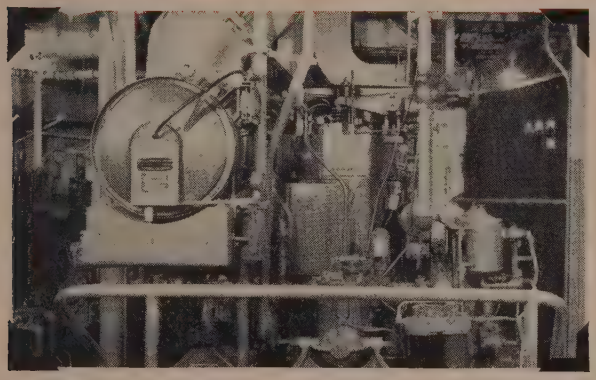
UNIT Atlas diesel engines

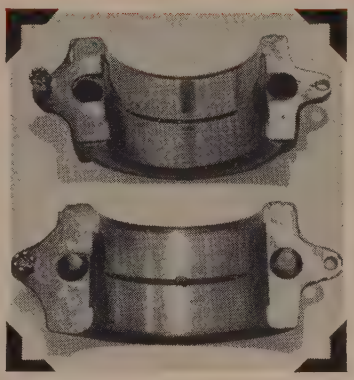
SERVICE Tuna fishing — long cruises

CONDITIONS Constant load operation — high temp.

FIRM M.V. Lucy Elena, San Diego, Calif.

## Engine-cleaning oil saves overhaul, ends bearing failures!





WORKING UNDER CONSTANT LOAD for as long as 90 days at a time, the Lucy Elena's diesel engines continually "gunked up", rings stuck and one of the auxiliaries wiped out a bearing. Switching to RPM DELO Heavy Duty Oil stopped all the trouble. It cleaned deposits from the engines and saved the expense of tearing them down. For over 1½ years now it has kept all moving engine parts clean and in good condition. The connecting-rod bearings and piston shown above came from one auxiliary after 8000 hours operation.

THE M. V. LUCY ELENA fishes off California and South America. Standard Diesel Fuel is used in her engines. Its controlled distillation range, correct flow and proper ignition provide full, uniform power. Standard Diesel Fuel and RPM DELO Oil get the most out of diesels.

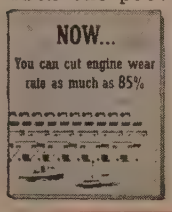
CAPTAIN JOHN BALESTRERI of the Lucy Elena, says, "In the tuna-fishing business, engine trouble can be mighty costly both in lost time and cargo. Since using RPM DELO Heavy Duty we have had exceptionally clean engine operation and no bearing trouble as we experienced with the previous oil."

### How RPM DELO Oils keep engines clean and prevent wear

A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.




There is an RPM DELO Oil to meet every heavy-duty engine operation condition.

**FREE BOOKLET** on the RPM DELO Oils gives you complete information. Write or ask for it today.

RPM DELO LUBRICATING OILS

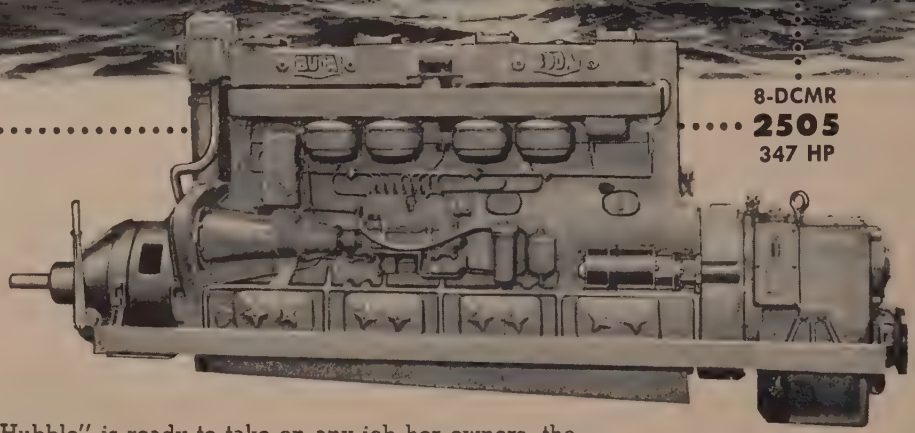
**STANDARD TECHNICAL SERVICE** checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

# Built for Work... Powered for Profit...

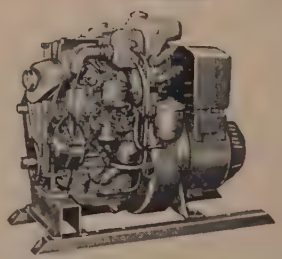
## with a BUDA "2505" Marine Diesel




The "A. G. Hubble" is ready to take on any job her owners, the Allman-Hubble Towboat Co., Hoquiam, Wash., give her, because she's powered by a BIG Buda 2505 Marine Diesel.

2505 Cu. In. piston displacement of these big Budas provides the slow, steady, smooth power and extra reserve demanded by workboat and fish boat operators. Buda Diesels are quiet . . . easy on fuel . . . simple to maintain. They guarantee more operating hours between overhauls and their record for dependability is known all over the world. Ask your nearby Buda Marine Distributor about Buda 2505 Diesels today. Write for Bulletins and full details.

***The Buda Company, Harvey, Illinois***



"A. G. Hubble" is equipped with a 3KW 32 Volt Buda Diesel-Electric Generator Set... a small, compact, dependable power source. Ask for special Bulletin on Buda Marine Diesel-Electric Generator sets.

**T. B. Cook Engine Co.**
Foot S. W. Gibbs St., Portland 1, Oregon

**T. B. Cook Engine Co.**
484 Bond Street, Astoria, Oregon

**King-Knight Co.**
360 Jefferson St., San Francisco 11, Calif.

**Buda Engine & Equipment Co., Inc.**
3407 Airport Way, Seattle 4, Washington

**Buda Engine & Equipment Co., Inc.**
2529 Chambers Street, Los Angeles 58, Calif.

**Marine Pumps, Inc.**
745 So. Seaside Ave., Terminal Island, Calif.

**Simson-Maxwell, Ltd.**
1931 West Georgia Street, Vancouver, British Columbia, Canada

**BUDA**

BM-14

### *Open Ocean Seining Produces Scant Return*

The special high seas salmon seining season permitted in part of the South Prince of Wales Island district of Southeast Alaska was a dismal failure so far as production was concerned.

The season opened for seining at sea outside a line from Cape Muzon through Cape Ulitka to the northern boundary of the district, starting July 16 and running through July 28.

Opening of this area at this time was to test a theory long advanced by some fishermen that there was a substantial run of salmon, heavily larded with Reds, headed for Dixon Entrance and the Canadian streams—but passing off the West Coast of Prince of Wales Island the last half of July.

The test proved the fish weren't there this year at least, but it cost a lot to find out. Canneries which mounted an operation to utilize this season generally got less than 1,000 cases for their outlay; and the fishermen who took the risk to fish the hard seas off Noyes Island and Dahl Island got little for their pains except experience.

### *Jim Lee Retires As Atlin Manager*

An active career in the fishing industry, extending over half a century, most of the time in northern British Columbia, was terminated recently when Jim Lee retired as manager of Atlin Fisheries, Ltd., Prince Rupert. From now on his headquarters will be Saltspring Island, where he owns a ranch, and where he's going to try to take things easy, for a change.

Jim Lee's father was a herring curer in Fraserburgh, Scotland, and Jim started working in the fish plants as a lad of 13. At 16 he was a bookkeeper with a steam trawling company. He travelled with the herring fleet until in 1910 he decided to try his fortune in Canada. At first the going was tough, but after a short period with the old Standard Fisheries at Pacofi, on Queen Charlotte Islands, and later with B. C. Fisheries at Aliford Bay he went to Prince Rupert and in 1915 joined Atlin Fisheries as bookkeeper. Three years later when Harry Nunan was transferred to Ketchikan, Jim Lee was named manager at Prince Rupert. He married in 1928, and his son Forbes, 22, is working with Atlin Fisheries, carrying on the family tradition.

# Trollers Carry Fight on Tuna Import Policies to Congress

Imports of tuna—both canned and frozen—from Japan are bringing Pacific tuna fishermen to the brink of disaster, the Fishermen's Cooperative Association, composed of several hundred troll fishermen, declared in a letter sent in August to their representatives in Congress.

Blame for the situation was placed on State Department economists and their policy of upbuilding the Japanese economy at the expense of American fisheries.

The letter, written by Bert G. Johnston, manager of the Fishermen's Cooperative Association, and directed to Senators Warren G. Magnuson and Harry P. Cain and Congressmen Thor Tollefson, Henry Jackson and Russell Mack, follows in full:

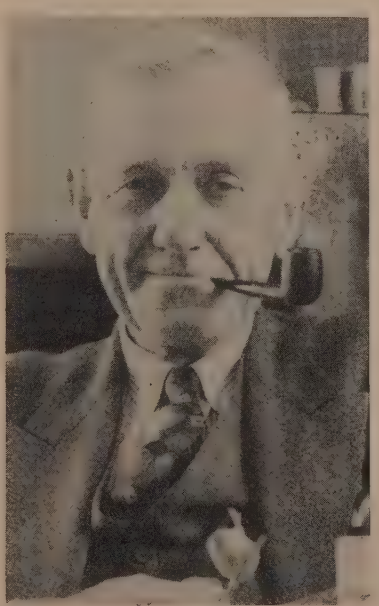
"The Pacific Coast tuna fishery is threatened with economic disaster due to imports of both canned and raw tuna from Japan. The State Department has been adamant to the appeal of this industry for relief from these conditions, stating that the economy of Japan is necessary at the expense of our fisheries.

"The import duty was recently raised from 22½ per cent to 45 per cent on tuna canned in oil. This increase in tariff has been circumvented by shipments in salt brine at the rate of 15 per cent. The product is offered on the American market at $9.50 per case, which is impossible competition for American fishermen.

**Bert Johnston, manager, Fishermen's Cooperative Association, who wrote its vigorous protest on tuna imports.**

"The raw imports of frozen tuna are increasing to glut the market with American labels on the canned product and enter duty-free. The American fishermen's investment in boats and equipment, not to mention the importance of the industry to the Pacific states, is faced with a most critical situation.

"We are submitting our problem to you hoping that you will endeavor to bring us relief from a policy that threatens our very livelihood in favor of a foreign nation which so recently was our enemy."



**Jim Lee, long-time manager of Atlin Fisheries, Ltd., Prince Rupert, who retired this summer.**

### *Fisherman to Prison For Whiz Robbery*

Lester John Heckman, Westport and Aberdeen fisherman, was sentenced to 15 years in the state penitentiary at Walla Walla, July 27, after pleading guilty to a grand larceny charge.

The sentencing came just one week after the $2,718.50 robbery in the office of the Whiz Fish Company at Westport that led to Heckman's arrest.

Heckman confessed that he stole the money from the Whiz office when the firm's manager, Les Welch, went to another part of the dock to inspect a load of fish he was buying. Welch had finished counting the money shortly before he was called to look at the fish.

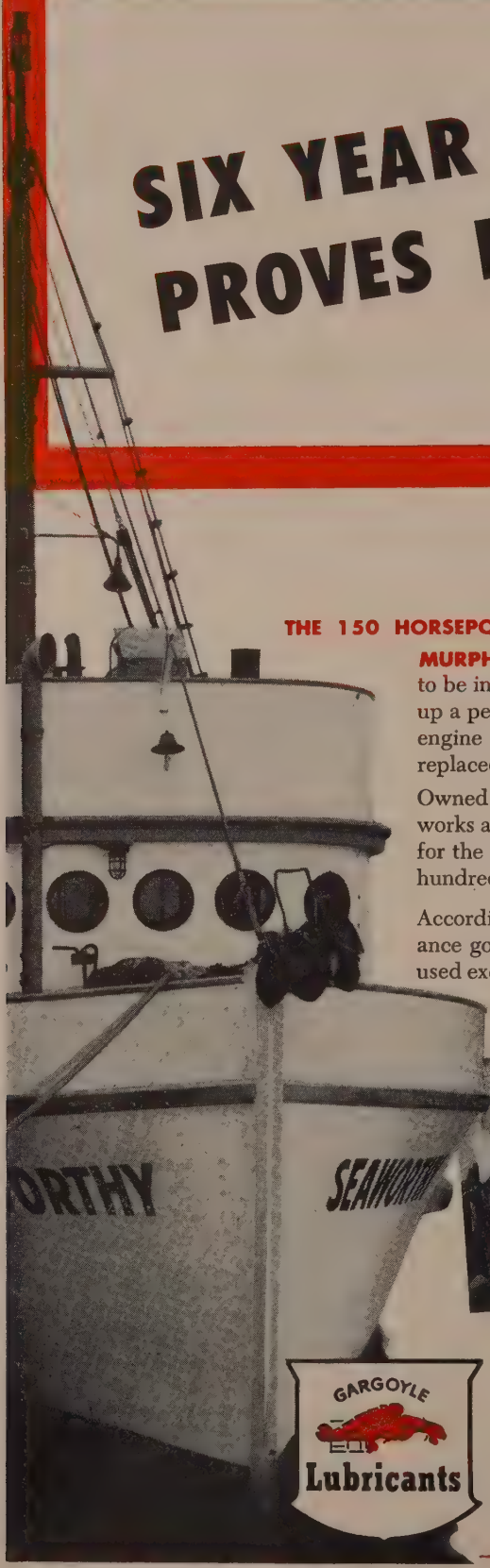
Police said Heckman, after the theft, took a taxi to Tacoma and Seattle the night of the robbery and went on a spending spree in both cities.

# SIX YEAR SHAKEDOWN PROVES PERFORMANCE

**THE 150 HORSEPOWER MURPHY DIESEL** of the Seaworthy was the first engine of its kind to be installed in a fishing boat. Now, six years later, it has racked up a performance record that's hard to beat. During this time the engine has never failed at sea and no part has ever had to be replaced.

Owned by the Alioto Fish Co. of San Francisco, the Seaworthy works as a drag line fishing boat as well as pickup and supply boat for the Salmon Fleet. It puts in long hours — often as high as one hundred sixty per week — with the engine running continuously.

According to Mario Alioto, considerable credit for the performance goes to the dependable Delvac oils and Gargoyle lubricants used exclusively since launching.



GARGOYLE
Lubricants

GENERAL
PETROLEUM
CORPORATION

*— converting nature's gift to better living*

### *"Cape Karluk" Saved After Knock-Down Blow*

Knocked-down on her beam-ends in the middle of Shelikof Strait one day in July, the half-laden herring seiner *Cape Karluk* was righted and rescued and lived to fish again within a week.

It was a feat of seamanship in which clever handling by Capt. Chris Langback, the fortuitous presence of a fleetmate, and the faithful performance of *Cape Karluk's* Union diesel combined to save a vessel in desperate plight.

*Cape Karluk* was running back to Port Wakefield from Chignik with a part-load of rather sloppy herring. Some of her bin boards carried away in heavy seas crossing Shelikof Strait and the seiner was thrown on her beam-ends. Capt. Langback threw out the clutch as she went over. Fortunately, the vessel's fleetmate *Shelikof* was only about a half-mile away and saw the accident.

Capt. Ludvik Haugen brought his *Shelikof* promptly to the rescue and got a line aboard the *Cape Karluk.* Watching the wave action, and towing at the proper time, he was able to heave the flattened seiner upright. Once she was righted, the lines were shifted and the *Shelikof* started towing the *Cape Karluk* before the weather to shelter on the Peninsula coast. As soon as the tow started, Capt. Langback checked the *Karluk's* Union diesel and found it still running smoothly. He was able to help with the tow, and also to pump-out his own vessel.

After a short clean-up period and restowing of gear, the crippled seiner was able to get home to Port Wakefield without help. Her $7,000 seine was lost, but she was able to secure a spare from San Juan Fishing & Packing Co. at Uganik Bay, and thus could resume fishing within a few days.

### *Last-Minute Order Opens Trap Areas*

In a "sleeper" order filed in Washington Aug. 3, coincidental with the opening of salmon fishing in Southeast Alaska, Albert M. Day, director of the U.S. Fish and Wildlife Service opened part of the mainland side of Stephens Passage to fishing, and specifically opened to salmon traps three segments of shoreline on the Passage, together with a fourth in the Cape Fanshaw sector of Frederick Sound.

# Special Halibut Season Yields 3,568,000-Lb. Catch

Halibut catch during the special 10-day late season for two limited areas frequented by late-season migrants produced 3,568,000 lbs., according to preliminary statistics assembled by the International Fisheries Commission.

This was just about what the commission staff expected, but was a long way under some of the estimates of the industry, which involved guesses as high as 10,000,000 lbs.

Breakdown of landings was as follows: Canadian boats, Hecate Strait Area, 1,600,000 lbs.; Cape Addington Area, 200,000 lbs.; Total, 1,800,000 lbs.

American Boats — Hecate Strait, 892,000 lbs.; Cape Addington, 876,000 lbs.; Total, 1,768,000 lbs.

The special season attracted 142 boats, and the fish taken were unusually large in size. The commission staff sampled landings at Seattle, Vancouver and Prince Rupert, securing data from which the commission will be able to shape future policy with respect to late-opening seasons.

Apparently all participants in the season were content to take one full trip, rather than to try for two smaller ones. This was due to the fact that the areas were limited and the gear concentrated. First day's fishing was heavy, but the rate of production fell sharply from then on. In other words, the fleet caught all the fish readily available—which was what was expected. One close observer said that he believed more boats would not have caught more fish, and might have taken less.

**J. W. Ashley, after joining The Linen Thread Co., Inc., in San Francisco, on May 7, 1905, is taking a justly earned and well-deserved retirement on Sept. 30, 1951. Jack, who started with the company as bookkeeper and then became cashier, later traveled very extensively throughout the Pacific Coast territory for the company.**

*Otto Tatus*, 52, manager, structural steel division, National Steel & Shipbuilding Corporation, died August 8 in a San Diego hospital after a lengthy illness. He was general manager of the National Iron Works, predecessor to NS&S, when it began construction of tuna clippers. He was a licensed engineer, architect and designer. He was born in Essen, Germany, and obtained his technical training there.

### *Booth and Lido Join C.F.C. Assn.*

Two new members were taken into the California Fish Canners Association, Terminal Island, at the regular August meeting. These were: F. E. Booth Company, Inc., represented by Arthur H. Mendonca, president; and Lido Fisheries, Long Beach, Nicholas Kovacovich. The meeting was held at Carlsbad, with President James B. Lane, Westgate-Sun Harbor Company, presiding; Roy H. Beaton, executive vice president, assisting.

The association voted to send a large delegation to Berkeley, October 11-12, to participate in the dedication of the new western branch laboratory of the National Canners Association. Dr. Russell Esty is director. The CFCA annual meeting will probably be held over the two-day period of September 13-14, according to Mr. Beaton.

### *Egill Ericksen Dies*

Capt. Egill Eriksen, one of the notable figures of the Seattle halibut fleet, in which he had been a leader for 50 years, died in Seattle July 28 at the age of 71.

A native of Norway, he had owned and fished a number of halibut vessels out of Seattle, the "Sunde" being the last. Capt. Eriksen retired from active fishing about five years ago.

# in WIRE ROPE, too

## *It's all in the RIGHT KIND of Muscle*

The powerful, rugged muscles of a charging rhino enable him to propel his tremendous bulk and weight at truly remarkable speed. Nature designed them well for the purpose they have to serve.

In wire rope, too, the right kind of muscle is vitally important... because different types of jobs present different types of destructive forces. Bending fatigue! Shock stress! Abrasion! Load strain! Each demands wire rope that best combines the required resistance characteristics.

Wickwire Rope gives you the benefit of long experience and specialized know-how which assures you of exactly the right kind of rope your particular job demands.

For additional information write or phone our nearest sales office.

EAST: WICKWIRE SPENCER STEEL DIV.—Boston • Buffalo • Chattanooga • Chicago • Detroit • Emlenton (Pa.) • Philadelphia • New York
WEST: THE COLORADO FUEL & IRON CORP.—Abilene (Tex.) • Denver • Houston • Odessa (Tex.) • Phoenix • Salt Lake City • Tulsa
PACIFIC COAST: THE CALIFORNIA WIRE CLOTH CORP.—Los Angeles • Oakland • Portland • San Francisco • Seattle • Spokane

*LOOK FOR THE YELLOW TRIANGLE ON THE REEL*

WICKWIRE ROPE

CF&I

PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL & IRON CORPORATION

**Of all the scores of pictures of tuna clippers which PACIFIC FISHERMAN has published since tuna clippers had their beginning in the middle '20s, none showed more beautifully than this the lovely lines, the lean, clean athlete-like character of the clipper. *Jeanne Lynn* is running here in Tacoma's Commencement Bay with her horseshoe awash and her racks down where the tuna are—just as she will be running soon off the tropical isles where the tunas school and the frigate birds wheel overhead.**

# The CONQUEST of CORROSION

## A Foremost Consideration In Clipper "Jeanne Lynn"

"Conquest of corrosion is one of today's most challenging problems for the tuna fisherman, and in the *Jeanne Lynn* we have sought to solve it by drawing on the industry's full store of experience and technology. We believe in steel vessels and in their advantages, but we also recognize their drawback in susceptibility to rust and corrosion, particularly under the tropical temperature conditions prevailing where most tuna fishing is done.

"We have approached the problem thoughtfully, and I think intelligently. We have applied our full experience as fishermen, and have drawn on experienced architects, shipbuilders, engineers and metallurgists for advice.

"In *Jeanne Lynn* you see a 122' tuna clipper which I sincerely believe is the best answer to corrosion in the fleet today—"

It was Bill Martin, master of *Jeanne Lynn,* talking as he stood on the pier at Tacoma Boatbuilding Co., watching the yard's crew ready his vessel for her trial run one blazing June day. He was proud of the vessel, and justifiably so, for she is a beautiful craft, in which comfort and capability have certainly not been lost to sight in the concentration on corrosion control.

Designed by G. Bruce Newby, naval architect, *Jeanne Lynn* closely resembles in sheer and profile, in style and arrangement, the Avondale craft, save that her pilot house is built of wood. However, she was built by the Tacoma Boatbuilding Co., Tacoma. The contractor subbed the hull to neighboring Birchfield Boiler, Inc., another yard from which has come a long line of proud and proven clippers.

Owners of the clipper are: Capt. Bill Martin, John Correia, Frank Correia, Cecil Drake and Glen Martin. She will fish for California Marine Curing and Packing Co.

### *The Counter-Attack Plan On Forces of Corrosion*

Let Capt. Martin explain something of the steps taken in protecting the clipper against corrosion:

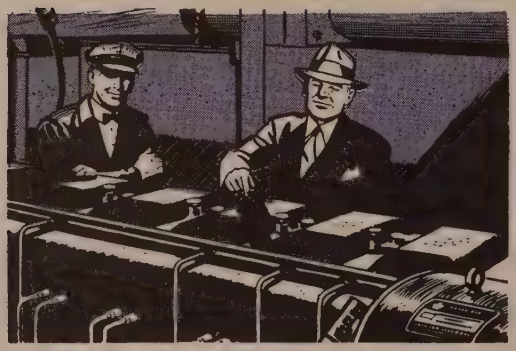
"*All* decks, and the entire hull abaft the deckhouse proper, inside and out, above and below, were sandblasted and then metalized with a spray of molten zinc, heavily applied. In all those parts which are hard to reach after a craft is com-

# On rough seas or rugged runs, T5X protects your engine

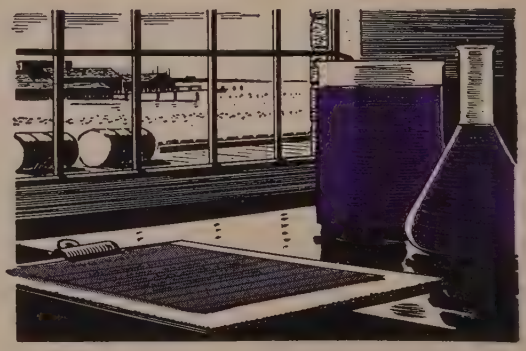
**Seattle boat, "operating without a shutdown for as long as 5 weeks at a time," uses T5X exclusively.**

**Sigurd A. Ness** is part-owner of the "Commando," a 67-ft. combination-boat in the Seattle fishing fleet. Launched in May, 1944, the boat is powered by a 175 h.p. heavy-duty Cummins Diesel that has been lubricated exclusively with T5X—the amazing *purple* oil.

**Skipper Ness says:** "...T5X has provided such excellent lubricating service that to this day, the motor still has the original main bearings, and the crank bearings were replaced after 14,500 hours only as a matter of routine. This fine performance was obtained during periods when the engine encountered severe operating conditions, even to the extent of operating without a shutdown for as long as 5 weeks at a time."



**T5X** is the famous *heavy-duty* oil that's specially designed to do an outstanding job under *any* operating condition, no matter how severe. T5X contains a powerful combination of additives that enable it to resist oxidation, corrosion and acid action. Sludge formation is kept at an absolute minimum.



**T5X** is often referred to as "grape juice" or "blueberry juice" because of its *purple* color. This distinctive color came from a unique combination of compounds which gave the oil its amazing stability. T5X does not break down under long hours of continual heavy load! This means increased engine efficiency for your vessel.

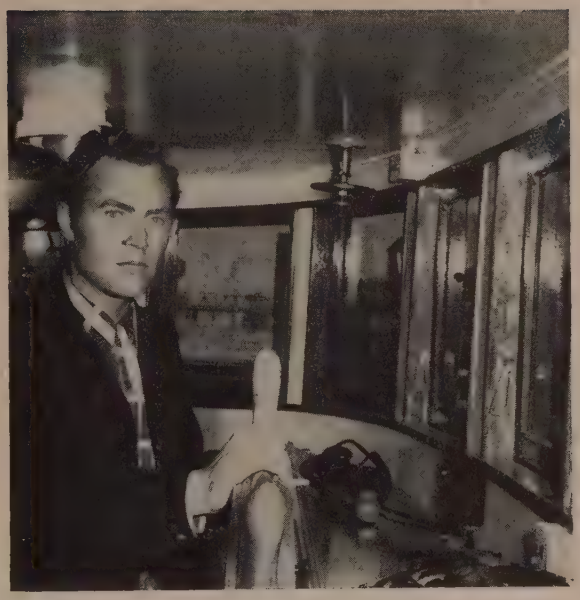
***You can get T5X at any one of the Union Oil marine stations located in key Pacific harbors from Alaska to Panama.* Next time, tie up at the sign of the orange-and-blue 76.***

*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.

**76 UNION OIL COMPANY OF CALIFORNIA**

pleted, or where wear, water and air combine in their attacks, there we sandblasted the surface to raw steel and sprayed the zinc for a perfect bond.

"Why was the entire craft not zinc-sprayed? We'd have liked to do it all, but cost is a real consideration: and we felt that we were protecting the parts where protection is paramount. We went in for little details, too, in seeking to prevent rust. Note that water draining from the upper decks is not just allowed to run down the sides, where it impairs the paint, sets up rust, and opens the way to corrosion. All such drainage water is picked up in downspouts inside the vessel's skin and voided through regular discharge ports."



**Capt. Bill Martin at the wheel of his new command, the steel clipper *Jeanne Lynn* as she prepared to leave the Tacoma Boatbuilding Co. on her trial run. Before him is seen the Sperry magnetic compass pilot with its remote controller. On the bulkhead behind him is a 1,000-fathom Fathometer.**

## *Ample Accommodations Characterize "Jeanne Lynn"*

*Jeanne Lynn* is characterized by commodious compartments made possible by steel construction. Bridge and pilothouse, chartroom and galley, engineroom and shaft alley, staterooms and messroom, all are ample beyond the usual accommodations on a fishing vessel.

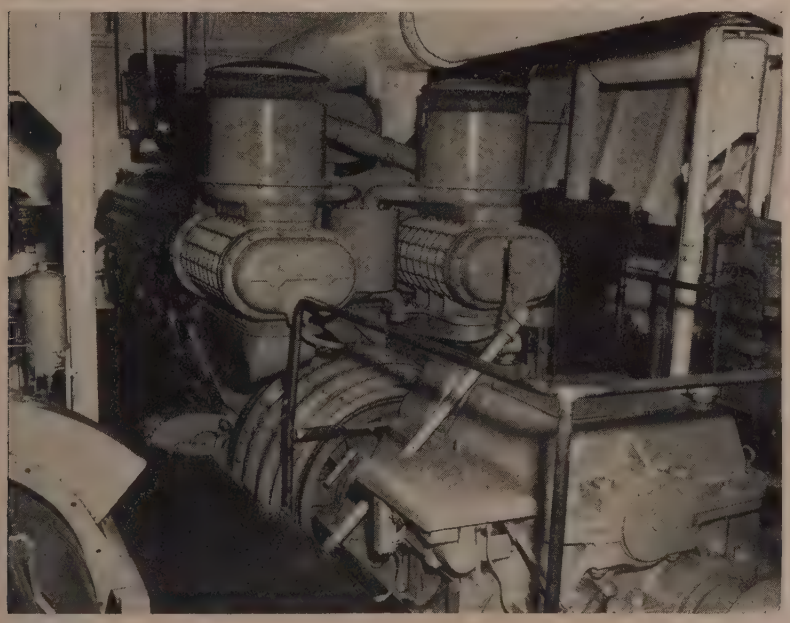
Living quarters show refinement. There's an inside-the-house stairway down from the pilothouse, as well as to the two outside. Crew members are quartered in four-man staterooms, which are arranged with doors to the central companionway running fore-and-after, as well as to the deck.

Entering the house from its after end, there's the messroom to port, with the galley forward of it. Refrigerated rooms for ship stores are across the companionway.

Navigation instruments in the pilothouse include a Sperry magnetic compass pilot, Fathometer with 1,000-fathom range; an Electric Tachometer Co. tachometer; and a rudder position indicator. In the radio shack below is a Pacific Electronic Co. radio, with National receiver.

As Capt. Martin stood at the wheel for his picture, he looked down at the Sperry magnetic compass pilot. "We put one of these on the *Mermaid*, which Peterson built for us a few years ago. It's done a wonderful job there, and you can be sure we put another Sperry pilot on *Jeanne Lynn*."

**Here is *Jeanne Lynn's* extraordinarily roomy engineroom, with its main General Motors V-type diesel of 900-hp. Beyond are glimpsed two of her auxiliary diesels, a general Motors and a Superior on the far hight. A sister Superior shows in the extreme left.**



## *Smaller Features Noted*

Wooden racks fit into the coamings of the six cargo-and-bait well hatches on the main deck, to keep the tuna below the level of the freezing brine when the wells are carrying cargo; and to prevent the loss of bait from slopping when they are used for bait.

Another slight innovation is the positioning of the refrigeration condensers, which run fore-and-aft parallel to the centerline of the boat between the shaft alley hatch and the bait tank.

Storm doors are secured in closed position by vertical ironbark bars wedged into welded fittings.

## *Mechanical Compartments Astonishing in Roominess*

The breadth of *Jeanne Lynn's* engineroom is enough to take your breath away. There are four diesels there—the 900 hp. V-type General Motors main engine; two Superior diesels of 150 hp. each, driving 75-kw. generators; and a 60 hp. General Motors diesel working a smaller generator for lights and emergency.

The Superior auxiliaries are started by Ingersoll-Rand air motors, and

## ENTERPRISE DIESELS POWER THE WINNERS IN DETROIT AND SEATTLE TUGBOAT CLASSICS

**The Atomic**—Second straight win captured 1951 International Tugboat Race in Detroit. She's an 80 ft. Steelcraft powered by a 600 hp Enterprise DMG-36 Diesel. Owned by McQueen Marine Ltd., Amherstburg, Ont.

**Foss No. 18**—Placed first in 1951 Seattle Maritime Tugboat Race for harbor tug class. Powered by a 450 hp Enterprise DMG-8 Diesel. Owned by Foss Launch and Tug Co., Seattle.

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DEPENDABLE
Diesels

Winning tugboat races doesn't put you in the speed boat bracket. But for rugged work boats on a day off, it does tell a mighty interesting story. These two tugboat races show what *Enterprise* Diesels can do in the pinches—when throttles bend engine loads to their utmost limits of capacity. That's because *Enterprise* Diesels are conservatively rated and built to take heavy overloads whenever the need requires it. And they're built for *extra* long service, dependability, and maintained efficiency. So for endurance . . . for stamina . . . for unmatched *heavy-duty* diesel performance—keep out front with *Enterprise* . . . *the Choice of Power Experts.*

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A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California

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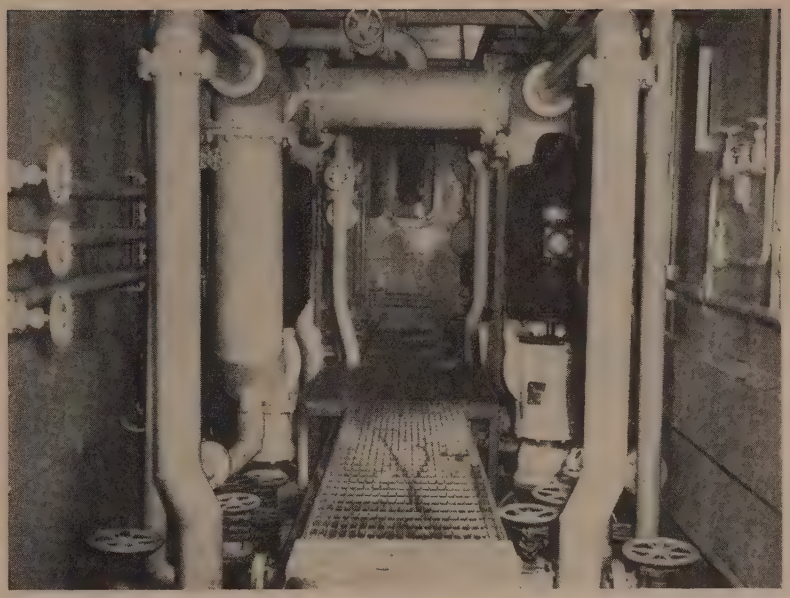
are served by Wixkulers on oil and water systems. Air for the starting motors can be provided under any circumstances by a 60 hp. General Motors auxiliary diesel, driving a 35 kw. generator, and itself electrically started. Thus under virtually no possible combination of circumstances would *Jeanne Lynn* be unable to start her motors.

The General Motors auxiliary's electric starting current is delivered by Willard storage batteries.

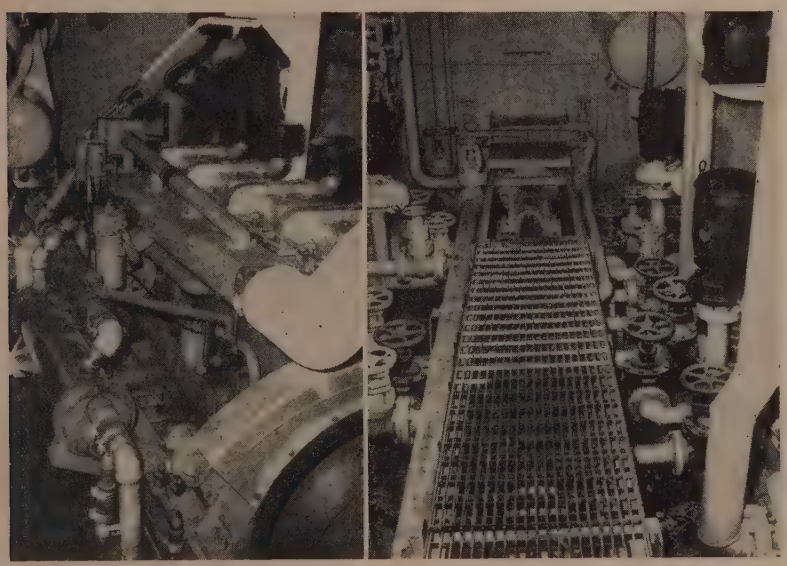
The breadth which distinguishes the engineroom is further manifest in *Jeanne Lynn's* shaft alley, where there is room and to spare. The big Fairbanks-Morse vertical bait pumps discharge into an overhead header running down either side of the alley, but with a cross-over connection at the pumps. This all bait water piping is above, with drops to the cargo wells. Refrigeration manifolds and valves are on the shaft alley walls; while the brine circulation and transfer valves are all located below the shaft alley grating, with the valve controls conveniently above the grating level. Brine pumps are all of Jacuzzi manufacture, driven by Master motors.



**This aft-looking view showing two-thirds of the *Jeanne Lynn's* shaft alley shows the arrangement of her bait water headers, rising from the twin Fairbanks-Morse bait pumps, getting the bulkiest piping on the vessel out of the way overhead.**

**Two views of interesting mechanical details on *Jeanne Lynn*. On the left, the port side of one of the two 150-hp. Superior diesel auxiliaries, showing the two Wixkulers, one for oil and the other for engine-cooling; and the Ingersoll-Rand vane-type air motor for starting the engine, shown in the bottom center.**

**Some of the valving and brine-circulation in the after end of the shaft alley gives some idea of the complexity of a modern tuna clipper. The pumps are of Jacuzzi manufacture, and were secured from Star Machinery Co., Seattle.**



*Aubin Barthold,* president of the Alaska Packers Association, did not go to Alaska for the operating season of 1951, missing on-the-spot supervision of operations for the first time in many years because of a knee injury and subsequent operation early in the spring. By late summer he was thoroughly recovered.

*Lee B. Carroll,* formerly an Anacortes, Wash., salmon cannery operator, died in a Seattle hospital in August at the age of 60. He had not been active in salmon canning for some years, devoting himself rather to mining interests in eastern Washington, although continuing to make his residence in Anacortes.

## *Olympic Seafood Firm Enters Alaska Field*

The northward swing of crab-processing activity to Southeast Alaska took a new turn this summer when Olympic Seafood Co. arranged a lease of the Douglas Canning Co. plant at Douglas, Alaska, across Gastineau Channel from Juneau.

The company plans to ship fresh crabs and crabmeat to Seattle by air; to can shrimp from the developing fishery in the Juneau area; and later to can salmon.

Sales agent for the Olympic firm is Haines Oyster Co., Seattle. W. Arnold Waring, president of the Haines company, spent some time in Juneau in July, working out the air shipping program and other details associated with marketing the Olympic company's products.

The Olympic Seafood Co. is headed by Hiram McAllister, with E. P. Odion as secretary. Both men have been prominent for years in fishing and packing crabs and other ocean products at Grays Harbor.

Initial operations of the company will be supplied by two Washington fishing boats, *Sue* and *Betty Jo,* but arrangements are being made with local Alaska boats to fish for the Douglas operation.

Mr. Waring said that Pan-American Airways had granted an air express rate of 5¢ per lb. in lots of 1,000 lbs. or more.

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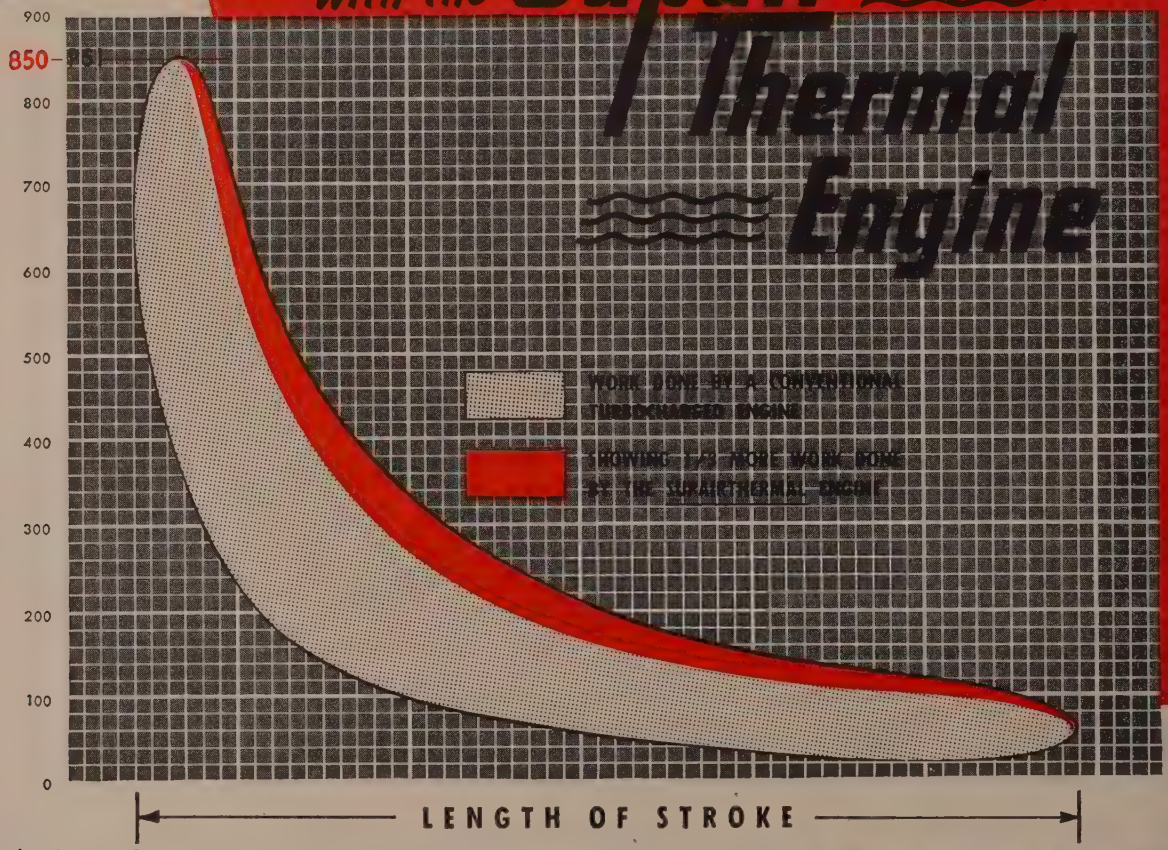
## with the Supair Thermal Engine




THIS reproduction of an actual indicator diagram is a measure of the average pressures within the cylinders of the *SUPAIRTHERMAL* Engine* and a conventional turbocharged engine. The darker area shows the amount of work being done by each piston in the conventional engine. The *solid red* area shows the *increase in the amount of work* done by each piston in the Nordberg *SUPAIRTHERMAL* Engine—*resulting in an increase of one-third in horsepower without increasing the maximum combustion pressure or the internal temperatures.*

Here, then, is actual proof that the Nordberg *SUPAIRTHERMAL* Engine *is* the outstanding engine of the Diesel field . . . delivering one-third more horsepower in the same space as a conventional turbocharged engine.

The *SUPAIRTHERMAL* Engine is available in a full range of 4-cycle types for fuel oil, Duafuel, or spark ignition gas operation, in sizes from 425 to 3200 B.H.P. Write for further information on the *SUPAIRTHERMAL* Engine, outlining your power requirements. *(Patents Pending).

**NET RESULTS:**

• 1/3 MORE HORSEPOWER IN SAME FLOOR SPACE • MORE HORSEPOWER PER GALLON OF FUEL • MORE HORSEPOWER HOURS PER GALLON OF LUBE OIL • INCREASED THERMAL EFFICIENCY • LESS HEAT LOSS TO WATER JACKETS • LESS WEIGHT PER HORSEPOWER • LOWER INSTALLATION – OPERATING – AND MAINTENANCE COSTS.

**NORDBERG MFG. CO., Milwaukee 7, Wis.**

P-SM251

BOSCH-SULZER
A DIVISION OF NORDBERG

# NORDBERG DIESEL ENGINES

NORDBERG MACHINERY

**Prince Rupert's waterfront as it is today, with The Canadian Fishing Company's new cannery in the lower left corner. The cluster of white buildings on the waterfront next above the cannery structure is the cold storage property of the Atlin Fisheries, Ltd., Canfisco subsidiary; while the white structure in the extreme distance of the upper left is the great cold storage plant of the Canadian Fish & Cold Storage Co., owned by British Columbia Packers, Ltd.**

# CANFISCO CANNERY SPOTLIGHTS POLICY:

## Concentration at Key Points

Outstanding new salmon cannery of 1951 is the fast, modern, efficient plant in which The Canadian Fishing Co. concentrates its northern British Columbia operations at the key point of the region—Prince Rupert.

This is the "Plant-of-the-Year" in the salmon industry of the Pacific Coast, British Columbia, Alaska, Washington, Oregon and California.

When all its equipment is installed, the cannery will rank with the largest in the industry.

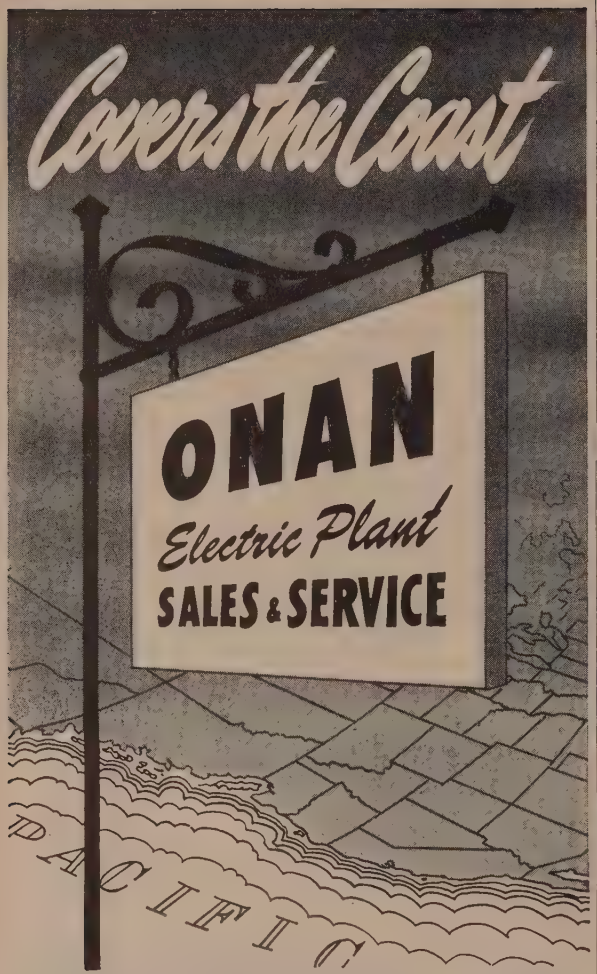
Canfisco Prince Rupert was established in line with the company's policy to concentrate operations at a few strategic and fully-integrated plants. These are served by high-speed, refrigerated tenders.

When the new cannery was visited recently by PACIFIC FISHERMAN it was in full production and performing an effective job, but when additional equipment now on order is installed the showing will be even better. As it stands today, however, the cannery is one of which this enterprising Canadian fishing organization may well be proud.

### *Wartime Terminal Used*

The site and building for the cannery were ready-made for Canfisco, being on the Prince Rupert waterfront a few blocks from the center of the business section and occupying a section of one of the huge warehouse and storage sheds built during World War II by U.S. military authorities for the handling of supplies to Alaskan bases. The property has been taken over by Canfisco from the Canadian National Railways on a long-term lease.

The company has the advantage of a 700′ dock and a building 400′ long by approximately 150′ wide, with walls rising about 30′ from the floor. Although this structure was a part of the emergency wartime construction program in the North Pacific, there is nothing about the building that doesn't suggest permanence and durability. The structure may have been erected in a hurry, but it was built for permanence, with great wooden timbers based on creosoted piling. The walls are of plastered hollow-tile construction, and the floors tongue and grooved, with some of the area covered by asphalt. The exterior of the building is sheathed in asbestos. Railway tracks serve the building adequately, with a single track, depressed, running along one side, and two additional tracks along the other side available for future use.

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**MODEL MTK**—Two-cylinder, water-cooled. 3 KW A.C., or A.C. with 32-volt D.C. For heavy-duty service on pleasure or work craft.

**MODEL MKH**—True marine design. One-cylinder water-cooled. Built-in safety features. 400 to 1,000 watts.

**SEPARATE GENERATORS** To be driven by the propulsion engine. 1½ to 60 KW. Variable speed model, 2 KW, 32-volt.

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**ETS-HOKIN & GALVAN**
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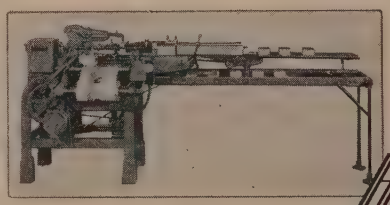

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# PROGRESS AT PRINCE RUPERT

Prince Rupert is the center of a North Pacific area witnessing spectacular industrial expansion.

This British Columbia seaport, western terminus of the northern line of the Canadian National Railways, has for many years played an important part in the fishing industry. One of the principal ports for the halibut fleet, it handles a large part of the American fleet's catch, as well as most of the Canadian halibut.

Prince Rupert is the base of operations in the Skeena River and other northern British Columbia fisheries, and ranks high among the world's fishing ports.

The spotlight now is playing anew on Prince Rupert as a result of the opening of Celanese Corporation of America's $27,000,000 pulp mill (Columbia Cellulose Co.) at nearby Port Edward and this is expected to be the forerunner of other important wood utilization industries.

Farther south, at the head of Douglas Channel, is the Indian village of Kitimat, which has been chosen as the site of a major aluminum ingot producing plant by Aluminum Co. of Canada, which plans one of the world's great waterpower projects to provide it with electric energy. The entire long-term program represents a total investment of about $500,000,000.

Powell River Co. is joining with the Aluminum Co. in surveying the possibilities of a large newsprint mill at Prince Rupert, and plants to manufacture steel, oxygen and chemicals are also being discussed.

But with all these new enterprises Prince Rupert will continue to be regarded as a key point in North Pacific fisheries, and recent expansion of some of the port's major fish processing facilities confirms the trend. Among the concerns which have recently participated in this expansion are Canadian Fishing Co., British Columbia Packer's Ltd., (Canadian Fish & Cold Storage) and Prince Rupert Fishermen's Co-operative.

The accompanying article on Canadian Fishing Co.'s new salmon cannery at Prince Rupert, resulting from a visit by a PACIFIC FISHERMAN editor a few weeks ago, is the first of a series reviewing developments at this busy northern port.

---

### *Five Canning Lines*

There are five canning lines, of which two are modern, high-speed, one handling 240 one-pound cans a minute and another handling 240 halves or 120 pounds a minute. There are two standard speed lines each with an output of 120 cans a minute, or a total of 240 cans. Finally, there is a line to pack quarters, which can be changed over to one-pound talls later in the season. If and when conditions are ideal, with the supply of fish fitting perfectly into the mechanical operation, the plant can pack 5000 cases of salmon daily. Eventually all the packing lines will be served by modern high-speed machines, and orders have been placed with American Can Co. accordingly.

The Prince Rupert cannery serves a wide area of the North British Columbia coast. It replaces the Carlisle cannery, which for many years was operated by Canadian Fishing Co. in northern B.C.

Seiners, packers and other craft unload their fish at the dock, which is served by two electric one-ton winches built to the design of A. Van Snellenberg, the company's mechanical superintendent, by A. F. Arm Machine Works, Vancouver, B.C.

The fish are unloaded according to portable grading and sorting tables

**General view of the sliming department of the Prince Rupert cannery of The Canadian Fishing Co. Note the high type of women doing all of this work. Situated as it is in a city, the cannery is able to draw upon resident, trained and capable workers.**

**With the American Can Co. high-speed automatic filler and weigher, two young women (one is obscured behind the other) pack and weigh 220 one-pound cans of salmon per minute in The Canadian Fishing Company's new Prince Rupert cannery.**

which may be moved by jeep to various positions along the dockside. From the sorting tables the fish are flumed to an elevator, which raises them to be weighed by one of three Toledo scales of 1,500 lbs. capacity, from which they are released into an overhead conveyor system that passes over a series of 11 holding bins.

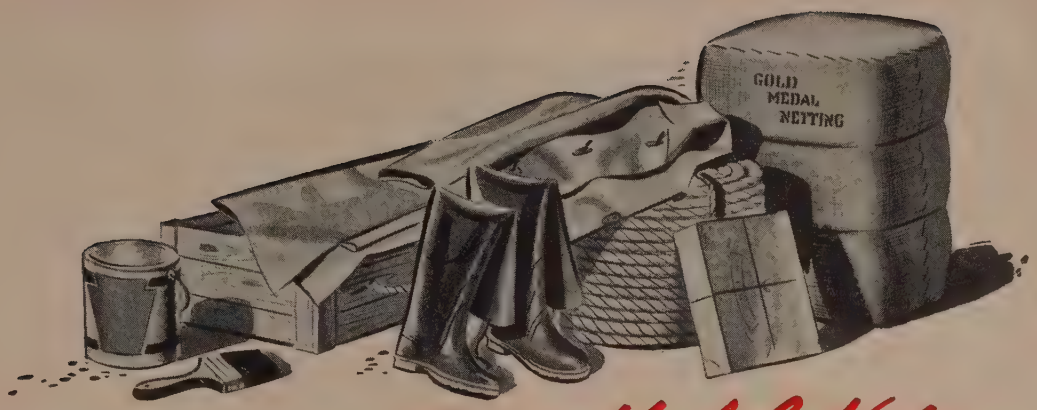
### *Fish Iced in Bins*

Discharge from the conveyor to the bins is controlled by an operator according to species and grade. The bins are of 5/16" iron plates with the bottom sloping at 25 degrees toward the metal lift gates. These are operated by electric hoist traveling on a rail. The fish spill from the bins to another elevator system which conveys them to the Iron Chinks. Capacity of each bin is 5,000 Sockeye. The bins are served by ice crusher, the ice being delivered by truck from the nearby Atlin Fisheries, Ltd., plant and held in storage for the use of the cannery in a separate building less than 100 feet away, with storage capacity of 340 tons. Incidentally, about 1500 square feet of floor space in front of the bins is available for icing fish on the floor of necessary.

**Three key men of The Canadian Fishing Co. operations at Prince Rupert. In the center is Clarence Salter, production manager for the Northern British Columbia area, with John Fraser, cannery manager, on the right and Harold Britten, foreman, on the left.**

**Discharge gates of the all-steel fish bins are raised by a hook from an electric chain hoist, controlled by the workman on the catwalk. Fish pass into a conveyor running well above floor level. The machine in the foreground is an ice crusher used for icing fish in the bins or on the floor when it is necessary to hold them for more than a very short time.**

**Salmon heads and offal, after passing through the hasher, are cooked in these vertical autoclaves for recovery of technical salmon oil.**

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*The greatest name in netting*

**GOLD MEDAL NETTING** means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

**GOLD MEDAL SEINE TWINE**—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

***Other Netting Products:*** **AN&T Coy Linen Gill Netting • Gold Medal Sea Island Cotton Gill Netting • Plymouth Rope • A Complete Line of Netting Accessories.**

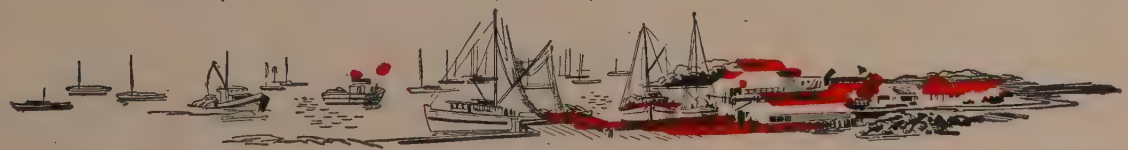
# *Gold Medal Netting*

***Makers of fine netting for 109 Years***

**THE LINEN THREAD CO., INC.,** 116 New Montgomery St., San Francisco 5, Calif.
*(Successors to American Net and Twine Company)*

***Pacific Coast Distributors:*** **Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportadora del Sur., S. A., Guaymas, Sonora, Mexico.**

***Canadian Representative:*** **Western Leckie Limited, Vancouver, B. C.**



**A view of one of the sliming lines in Canfisco's Prince Rupert cannery, showing the arrangement of the table, with the fish from the Chinks arriving on the mesh belt of the upper run from the right and the finished fish removed by belt as they are passed through the rectangular openings shown.**

**Cans from the steamers reach the cooler-loading stations by spiral conveyor from above, the cars passing directly into the retorts.**

If fish are to be held in the bins for several hours prior to processing, the fish are iced in the bins, but when the canning lines are in full operation simultaneously with the arrival of fish in large volume the storage time in the bins is very short and the bins are used primarily for control of flow.

## *Oil From Offal*

Discharge from the bins is into one of two elevators which carry the fish to one of four Iron Chinks, from which the dressed fish move to four sliming tables, and then are conveyed to any of the five canning lines. Conveyor arrangement makes the operation extremely flexible.

From this point the operation is conventional, the cans moving to the canning lines automatically from the reforming line located in an opposite section of the building.

An interesting feature of the plant is the oil recovery from the salmon offal. Heads and offal from the Iron Chinks drop to a flume under the floor and spill onto a meshed chain conveyor which carries the material to a Mitts & Merrill hog machine. From there it goes to the vertical cookers, of which there are six, each of 1,800 lbs. capacity. These cookers were previously in use at the company's Carlisle and Bones Bay operations. When Sockeye is being processed, production of oil amounts to about 200 lbs. per cook. This salmon oil is of technical grade.

The cannery is served by two Vancouver Iron Works boilers, 72x18, which produce enough steam to maintain the cannery and also a reduction plant, should the company proceed with the latter project soon. The steam is used only for the cooking, as power is purchased from Northern B.C. Power Co., with transformers of 600 kva. capacity to step the 13,000-v. current down to 440, 220 and other motor voltages.

Manager of the salmon cannery is John Fraser, who has been with the company for several years and has had an extensive experience on the British Columbia north coast, Patterly at Parcher Island. Harold Britten is foreman.

Clarence Salter, manager of Atlin Fisheries, Ltd., is in charge of production in the Prince Rupert area.

**Intelligent young women and automatic machines keep Canfisco Prince Rupert supplied with cans, using American Can Co. collapsed cans and reforming lines.**

### John T. Tenneson Dies At Tenakee Cannery

The salmon canning industry lost one of its notable figures in the sudden death of John T. Tenneson at his Superior Packing Co.'s Tenakee cannery at the end of July.

Mr. Tenneson suffered an attack and died in his sleep. He was 57, a native of Norway, who came to the United States in 1910, entered the salmon business in 1912, and rose steadily to a ranking position as one of its more important individual operators.

He was president of the Superior Packing Co., with a two-line cannery at Tenakee; president of Pyramid Fisheries Co., with a one-line cannery at Sitka; president of the Columbia River Salmon Co. with a five-line cannery at Ilwaco, Wash.; president of the S & P Sales Co., a canned salmon distribution company.

Mr. Tenneson was active in serving the salmon industry, being a trustee of the Association of Pacific Fisheries and chairman of the Alaska Salmon Institute.

He was a former chairman of the board of directors of the Seattle branch of the Federal Reserve Bank; a member of the executive committee and board of directors of the National Bank of Commerce, Seattle; a director of the Marine Bancorporation; and a director of the West Coast Airlines.

Mr. Tenneson is survived by his widow and two sons, John T. Tenneson Jr., manager of his Columbia River operations, and James R. Tenneson.

### Miss Richardson Marries

Miss Jean Richardson, daughter of John E. Richardson, Pacific Coast Manager, The Linen Thread Co., and Mrs. Richardson, was married last month to Frank P. Kelly, Jr., son of San Francisco Fire Marshall Frank P. Kelly, and Mrs. Kelly, in the Bay City.

Following a honeymoon at Lake Tahoe the young couple are making their home in San Francisco where the bridegroom is continuing his study of law.

### "Reefer King's" Reds First to be Canned

The *Reefer King* was the first of the freezership fleet to bring Bristol Bay Red salmon back to Puget Sound for canning. She arrived just before the end of July and had her fish canned promptly at the Seattle plant of the Washington Fish & Oyster Co.

### Fall Chinooks Dominate Oregon Salmon Planting

During the first half of 1951 personnel of the Oregon Fish Commission liberated over 28,000,000 salmon to the waters of the state. These fish were from the 1948 and 1950 brood years.

According to geographical area the following numbers and species were planted: Coastal streams—fall Chinook 3,146,000, spring Chinook 919,000, and Silver salmon 1,120,000; Columbia River tributaries—fall Chinook 21,290,000, spring Chinook 1,576,000, Silver salmon 747,000 and Blueback 76,000.

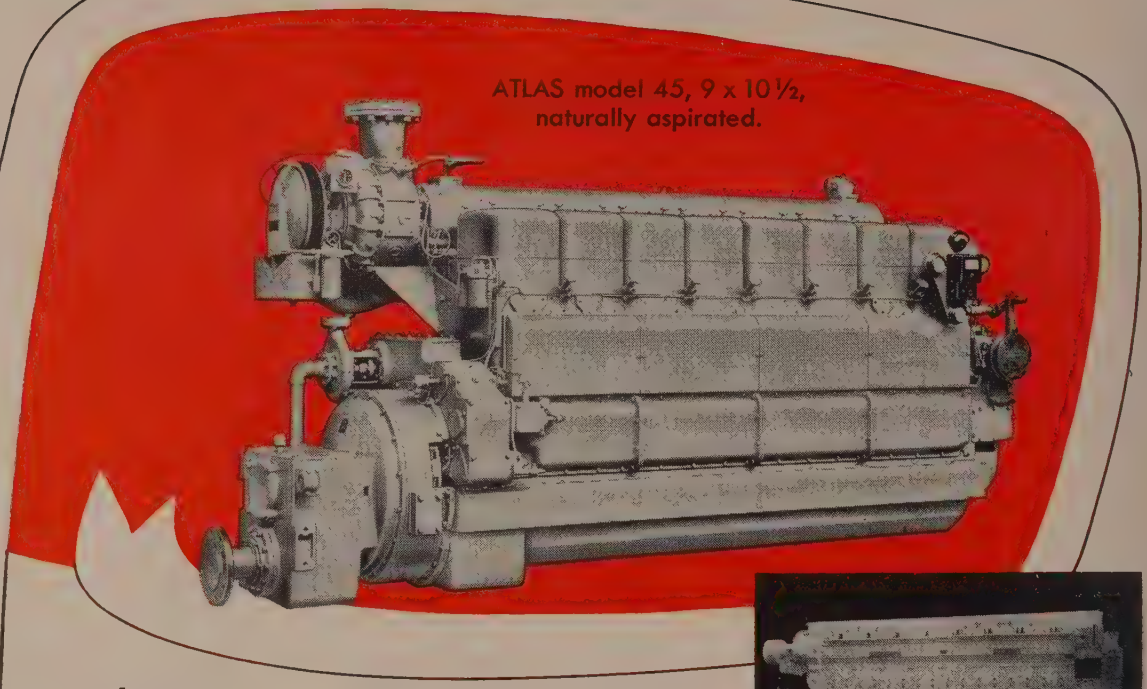
The plantings were made from the nine hatcheries operated by the Commission on the Columbia River system and from five located in the Coastal area.

### Contract Ends Strike At Van Camp Plant

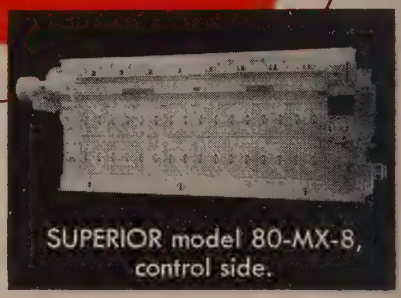
A two-year contract at Van Camp Sea Food Company's San Diego tuna plant ended a dispute, August 2, that had tied up that cannery's operations for two weeks, and affected 800 cannery workers. Although no general wage increases were given, there were pay adjustments in certain classifications. The contract was signed with the Independent United Fish Cannery Workers Union. During the shutdown the company's clippers were sent to Terminal Island for unloading.

*George Clark*, assistant deputy minister of fisheries for Canada and previously with Canadian Fishing Co. at Vancouver, represented Canada at the 1951 meeting of the International Whaling Commission in Capetown, South Africa, in July.

BEST ROPE BUY
FOR ANY BOAT!
PLYMOUTH
TRADE MARK
1824
Stocks in Every Port!
From tuna clippers to lobster boats... owners, skippers, and crews agree on Plymouth rope. Its easy-handling qualities, extra strength and safety, and longer life make Plymouth the best and lowest-cost fishing rope to use.
PLYMOUTH CORDAGE COMPANY
Plymouth, Massachusetts
Sales offices and warehouses at New York, Baltimore, Boston, Chicago, Houston, New Orleans, Philadelphia, San Francisco. Distributors wherever there are fishing fleets.



ATLAS model 45, 9 x 10½, naturally aspirated.



SUPERIOR model 80-MX-8, control side.

There's

# •Reliable Power *and* •Long Engine Life

## IN FISHING CRAFT POWERED BY ATLAS AND SUPERIOR 4-CYCLE DIESEL ENGINES

From drafting table to test block, close supervision, skilled workmanship and modern machine tools combine to build the excellent reputation for dependable and economical service enjoyed by these two great engine names—Atlas and Superior.

In our extensive Research Laboratory, continuing study and experimentation on engine design assure you that Atlas and Superior Engines will meet your demands for quality and dependable service.

This constant attention to engine development gives you Atlas and Superior 4-cycle Diesels with full-rated power for heavy and extended operation, long engine life, and thrifty use of fuel and lubricating oils.

Atlas and Superior reduction-gear engines provide greater power in less space and with less weight than direct-drive units. They can be installed in your present craft to obtain greater speed or greater payload —in many instances both.

Superior ENGINES

ATLAS Imperial DIESEL ENGINES

THE **NATIONAL SUPPLY** COMPANY

**ENGINE DIVISION**

General Sales Offices: Springfield, Ohio

DIESEL ENGINES • DUAL FUEL ENGINES • GAS ENGINES

### *Tuna Research Foundation Formed Within Industry*

The keel was laid August 1 for a new association of members of the tuna industry when presidents of all tuna canning firms met at Laguna Beach, Calif., and formed the California Tuna Research Foundation.

The foundation cannot become official, however, until action taken at the meeting is approved and until individual agreements, to remain in force for a stated number of years and based on stipulated financial contributions are signed by participants in the foundation.

The organization, which no doubt will require the services of a paid executive, is a recognition of the new maturity of an industry which in 1950 produced over 9,000,000 cases of tuna. Accompanying this amazing growth are problems which can be solved only by members acting as an industry and not as individual canners. The foundation is expected to provide emphasis on consumer research, a study of tariff conditions and their effect on tuna canning domestically, and expanding attention to standards of pack.

# 1952 Oyster Seed Cost Cut

Voluntary reduction of approximately 25¢ per case in the cost of oyster seed imported from Japan is being made for 1952 shipment by the Japanese growers, it was announced at the August 10 annual meeting of the Pacific Coast Oyster Growers Association in Seattle.

The reduction is made in part as a concession for an exclusive contract, and in part as an adjustment on account of poor quality seed shipped in 1951, when productivity of the seed was admittedly subnormal.

**Dr. C. R. Elsey of British Columbia, re-elected president of the Pacific Coast Oyster Growers Association.**

Orders for seed for 1952 planting are expected to run from 40,000 to 50,000 cases.

The oyster growers association re-elected Dr. C. R. Elsey, research director of British Columbia Packers, Ltd., as its President. Vice President W. Arnold Waring and Secretary-Treasurer Charles R. Pollock also were re-elected.

Directors elected are: Dr. Elsey, F. W. Matthias, Olympia; Malcolm Edwards, South Bend; R. N. Steele, Blanchard.

In the interest of simplifying the problem and reducing the effort of collecting membership dues, the association this year will be financed by a charge of 10¢ per case of seed ordered, rather than by a levy on the amount of oysters sold.

R. N. Steele, chairman of the association advertising committee, reported favorable reaction to the 1950-51 advertising, and announced a fall advertising budget of $5,000 with the campaign theme: "Is It True What They Say About Oysters?"

**Charles R. Pollock, perennial secretary-treasurer, Pacific Oyster Growers Association.**

The subject of pollution was the most vigorously discussed topic at the meeting with Donald McMillin, biologist-turned-oysterman, making a particularly earnest and objective contribution.

He pointed to the fact that recently there have been severe, and unexplained, losses among two-year-old oysters not in any way exposed to the known forms of pollution, adding that in some cases these losses have risen to 70%. He was inclined to think that on Willapa Harbor such losses were related to high salinity.

He urged the association not to weaken its position with respect to actual and known domestic or industrial pollution by confusing natural mortality with the effects of pollution. Susceptibility of two-year-old oysters was particularly recommended for study, with the suggestion that such vulnerability might be associated with the fact that this is the period in which the oysters attain sexual maturity.

# Discouragement Sends Tuna Jiggers Back to Trolling

Bitter discouragement with results of the 1951 Albacore operations—both as to fish and to price—at presstime was reversing numbers of the fleet and sending them back to salmon trolling, which was having one of the best seasons in many years.

Well into August the Pacific Northwest tuna fishermen had not found fish in sufficient volume to be profitable, even at good prices; and at $300 per ton, which was the best available in most ports, the fishermen declared operations were definitely unprofitable.

There had been a few days when the fish were taken in fair volume—mostly west and southwest of the Columbia River, but deliveries never were heavy, and the bulge quickly gave way to void.

A good many of the Pacific Northwest buyers just weren't taking tuna at any price. Others were offering $300; and at Astoria Van Camp was reported getting most of the fish at prices above this level.

One packer said that he could buy canned Albacore in California at distressed sale cheaper than he could pack it at $300 per ton.

Salmon trollers, on the other hand, have been having excellent fishing for the most part throughout the 1951 season, and the price has held up well. This fact probably accounted for holding back a good many boats from tuna fishing; while it also influenced others to abandon that fishery after the reports of good fishing failed and the tuna price proved weak to wanting.

*Alejandro Bermejo-Zamudio*, student from Callao, Peru, an exchange student with a scholarship granted by the Pan-American Union, is taking a course in fisheries technology at Van Camp Sea Food Company's Astoria plant during the summer vacation months. He came to the U.S. in 1948 to the University of Washington.

# Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

**PACIFIC AMERICAN FISHERIES, Inc.**
South Bellingham, Washington
*"Quality Always"*

*Sales Subsidiary:* DEMING & GOULD COMPANY, South Bellingham

# FOOD FISH MARKETING

*News and Views of National Trade in Fish and Shellfish*

## Seeking Stability, Tunamen Scuttle Promotion Allowance

After a very "soft" July, the national canned-tuna market was showing signs of firming up by mid-August. However, volume was 'way off from the summer of 1950.

One encouraging sign was the cancellation in early August of the excessive promotional allowances the larger Southern California packers had instituted to pep business, even though it meant selling at a loss. One large packer, however, was reported to be hanging onto the promotional bonuses after the middle of August.

Disallowing the promotional discounts brought the industry back to some semblance of orderly marketing, with Light Meat fancy, advertised brands, quoted at $14.75; C&F at $13, less, of course, the traditional grocers' advertising allowance of 50¢ per case.

The White Meat market was extremely unstable, and a variety of quotations were heard, some down even below the basic Light Meat fancy price. Only the largest packers were buying any local Albacore in Southern California, although substantial tonnages of Longfins from Japan were reported arriving, mainly at San Francisco, for shipment to widely-scattered canneries. Mid-August offerings were said to be around $330. Foreign Skipjack was said to be offered as low as $220 per ton, but not confirmed.

While, as a result of depressed net prices for the canned products, the country's buyers were thrown into a complete state of confusion and uncertainty, and therefore were only purchasing for immediate needs, on the basis that rock bottom may not have been reached, the Southern California fleets continued to demonstrate ability to deliver the raw product. In spite of a late start in 1951 fishing and the current lay-up orders, the industry was only 225,000 cases behind the same period to August 1 last year.

More and more it was being heard along the Southern California waterfronts that the only solution to most of the problems besetting the industry was *to sell more canned tuna.*

Packers of advertised brands, in view of conditions, were spending their limits exploiting their own labels, but it was becoming more apparent, this was not enough.

Forward-looking men, on both sides of the tuna fence, producing the raw material and canning it, were talking the vital need for going far beyond brand advertising, and launching an exploitation campaign on the merits and economy of the canned product itself, on a scale of such magnitude as would increase the consumption of canned tuna by literally millions of cases annually.

### *Pacific Breaded Shrimp Reported Heavy Seller*

Breaded Mexico Pacific shrimp is out-selling the green shrimp 4- to 5-to-1 in all markets, east and west, according to Walter Butler, Jr., head of Fortuna Foods, Inc., Los Angeles branch.

The main plant at Dallas, Texas, managed by W. W. Butler, Sr., was in operation some 15 weeks of the latter part of the 1950-51 season, produced an average of 15,000 of 10-oz. packages weekly.

The brand under which the breaded shrimp is sold is "Lolita," premium brand of Pesquera E Industrializadora de Guaymas, S.A. Guaymas, Sonora, of which Hector Ferreira is managing director. Breading material used is "Golden Dipt," and size generally used is the 31-42 count. Increased production is planned for the 1951-52 season.

## Anguished Cries Arise As O.P.S. Sets Salmon Ceilings

Chaotic conditions prevailed in the canned salmon market as this issue went to press.

Red salmon packers were faced with ceiling prices which they considered entirely out of line with costs, in view of the extremely short pack of this species.

Pink salmon operators knew what their ceiling price was to be before they had a case in the warehouse, or the foggiest idea as to whether the $21 ceiling would represent a Bonanza or a death sentence.

O.P.S. brought out its ceilings right in the middle of things—not in advance of the season, as first proposed; nor yet after anyone had an idea as to what production actually would be.

The one item on which the score was in before the ceilings were out was Red salmon—and in this case packers say O.P.S. utterly disregarded realities and provided a ceiling price which did not exceed three-fifths of average actual cost.

About the only ray of hope that the salmon sellers could see was that which glimmered through one sentence of the O.P.S. ceiling price order, which said:

*"Should the 1951 pack actually be abnormally large or small, these ceiling prices will be promptly revised to reflect more accurately the changes in unit costs."*

At presstime packers—principally Red packers—were struggling to get O.P.S. to apply to Reds the relief which might possibly be expected under this sentence.

After a bit of threshing around, sellers generally had a tendency to come-out with sales offerings at the ceiling prices *(Red talls generally excepted)* and in a few cases below.

It should be noted in particular that just in advance of the utterance of ceiling prices the quotes on Chums were dropped from $20 to $18 per case. The ceiling price at $19 gave an indication of the O.P.S. tendency to do its figuring far in advance and on a basis of theory, rather than realism, fact, supply and demand.

**Fortune Fisheries, Inc., San Francisco sea food factors, is introducing its own line of frozen fresh breaded abalone patties, manufactured and packed by Pierce Bros., Santa Barbara, Calif., as described in the May, 1951, issue of *Pacific Fisherman*.**

**The patties are packed in food cartons manufactured by Fibreboard Products, Inc., four patties to an 8-oz. package., which is lithographed in red, white, and black.**

## *San Carlos Names Four New Brokers*

San Carlos Canning Co., with plant and headquarters at Monterey, and sales offices in San Francisco, has appointed the following new brokers: J. Theobold, Jr., Inc., Cleveland, Ohio; L. H. Sadler, Pittsburgh, Pa.; Robert H. Brechbill Co., Los Angeles; and Hyman Brokerage Co., New Orleans, La.

*Lee Grimes* was recently appointed sales representative for the Los Angeles territory for Carton Label and Lithograph Company, according to Daniel K. Beswick, vice president, charge of sales. Mr. Grimes will make his headquarters at 2500 West 6th St., in Los Angeles.

## *Totuava Fillets Latest L. A. Frozen Item*

A carload of filleted totuava—Mexican sea bass—packed in 5 lb. blocks, 28 blocks to the case, was received early in June by Reinke & Amende, Inc., Los Angeles brokers. The shipment came from Productos Congelados Santa Clara, S.A., El Golfo, Sonora, at the northern tip of the Gulf of California. It was frozen in the standard 5 lb. stainless steel shrimp pans.

## *Van Camp Promotes With Radio Quiz Show*

Van Camp Sea Food Company last month was promoting increased sales of its dietetic and strained baby food as well as its canned tuna under the "Chicken of the Sea" label, with a radio quiz show at San Diego, titled "Cold Hard Cash."

It was being conducted by Phil C. Bertram, Van Camp special products division, San Diego, and an associate, Bill Thompson. Contestants are quizzed on a number of chosen subjects. Syd Shrode, San Diego model, acts as "Miss Chicken of the Sea" and distributes the money prizes. The program is in its third successful month at station KCBQ.

## *Parrott Names Brokers For "Coral" Shrimp*

Jesse R. M. Jones, Jr., head of the frozen shrimp division, Parrott & Co., San Francisco, has just returned from a trip throughout the mid-west and east.

He appointed brokers and distributors of Coral brand shrimp in Denver, Kansas City, Chicago, Cincinnati, New York, Boston, Buffalo, Milwaukee and Minneapolis.

These are in addition to brokers and distributors with whom Parrott & Co. has been working in St. Louis, Philadelphia and Baltimore.

Parrott Company distributes Coral brand shrimp in the Pacific Northwest; Parrott & Co. in northern California, and Koulouris & Casaretto in the southwest.

Mr. Jones told PACIFIC FISHERMAN that the new season will get under way Aug. 15, when Parrott & Co. will commence packing shrimp in both 12-oz. and 5-lb. packages under the Coral brand.

Mr. Jones will be at Guaymas, Escuniapa, and Mazatlan for the start of the season.

*"Packed with the Wiggle in its tail"*

NEW ENGLAND FISH CO.
Seattle, Wash.
*Since 1868*
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

"A NEW HIGH IN QUALITY"

CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.

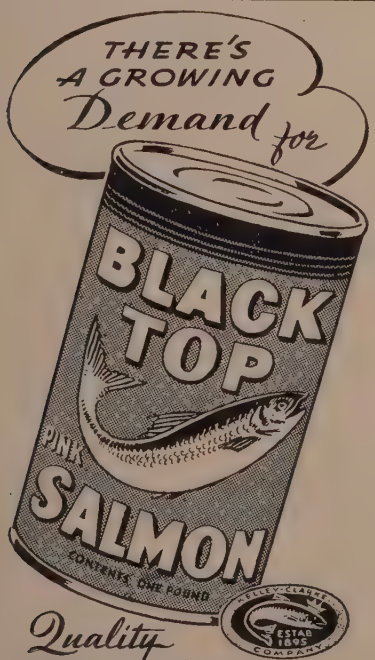
### *Export Sardine Prospects Are Rated First Class*

Harold Massie, export sales manager, Southern California Fish Corporation, Terminal Island, returned last month from an extended trip which took him to the Caribbean, Central and South America and to the Orient.

He reported excellent prospects for canned sardine sales in the export market. Conditions in Central and South America are favorable because of a firmer dollar situation due to increase of those countries shipping raw materials to this country as a result of the defense program.

Singapore, he said, is increasing her imports considerably; import licenses on canned sardines should be easier to obtain because this is regarded as one of the basic food commodities, along with flour and evaporated milk.

While the Philippines were rather heavily stocked with canned fish products when he was there, Mr. Massie believes that country will be in strong for canned sardines about the beginning of the new year.


Quality
Pink Salmon

KELLEY-CLARKE CO.
American Building
Seattle 4, Washington


# The BUYERS' CORNER

**In an effort to make the *Food Fish Marketing* feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.**

### *Tangled Silver*

*Coho, Silver, Medium Red*—These terms often cause confusion among buyers, and understandably, since they all refer to the same fish. In fact, to the tangle of terms must be added *Silverside* and *Blueback* if the list is to be complete.

The buyer may query: "But I thought *Blueback* was some sort of a *Sockeye.*" Right you are, but in Canada immature Silver salmon are known as *Bluebacks.* The quantity packed is nominal and they are never so labeled entering the United States, so the name can be disregarded.

The fact does remain, however, that *Coho, Silver, Medium Red* and *Silverside* are all accepted and commonly used names for the same salmon—*Onchorhynchus kisutch* to the scientist, and most widely known as the *Silver* salmon, a name singularly appropriate and descriptive.

Why men should have sought to improve upon it is obscure.

That they should even now simplify the situation and center on *Silver* would seem to be indicated by intelligence.

The term *Silver* is used universally in the fresh and frozen salmon trade. *Coho* and *Medium Red* are names employed only on canned salmon; and the use of *Silverside* is limited geographically only to the area centering on the Columbia River.


**SQUID**
**(CALAMARES)**

**48/15-oz. tall cans**

**New Pack**

**Spot Stock Available**

**HOVDEN FOOD PRODUCTS CORP.**
**Monterey, California**


### *Moonshine and Sardines*

Buyers sometimes make inquiry as to why California sardine fishing suspends for a period of several days at the time of the full moon each month.

This is because schools of sardines reveal themselves to the California fishermen by the phosphorescent glow which they make in the clear water at night. The full moon overpowers this glow and the fish cannot be found.

Some modern-minded inquirer might ask: "But couldn't they find the fish with echo-sounders and get in extra days of fishing?"

Yes; they *might*—but even fishermen have to rest, and nets must be mended and gear overhauled. You can't work men and nets continuously, and the full-moon period provides a convenient and practical breather once a month.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

### Tomato Oval Sardines Offered at $7 Case

One California sardine packer has quoted opening prices on new pack sardines of ovals in tomato sauce—$7 per case; talls in tomato sauce—$5.75 per case; and talls, natural—$5.10 per case.

These were the only prices that were out when PACIFIC FISHERMAN went to press, and most canners' ideas were reported to be higher.

Most canners were withholding naming prices until the price for raw sardines was settled with the fishermen.

There was reported to be very little interest from the export market in canned sardines. The Philippines were reported to be well stocked in all items except ovals in tomato sauce and five ounce in tomato sauce.

Whitney's Quality

Whitney's Best—Blueback and Chinook
Whitney's—Alaska Red Sockeye
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

**WHITNEY & COMPANY**
Seattle, Washington

## Seattle Prices

*Below are shown ceiling prices for the principal varieties of canned salmon, together with sellers' quotations current at presstime. Where no selling price is shown packers have withheld offerings.*

| Item | Offering | Ceiling |
|---|---|---|
| Red, 1/t | $29.00 | —— * |
| Red, ½ | 18.00 | 18.00 |
| Coho, 1/t | 25.00 | 25.00 |
| Coho, ½ hp. | 16.00 | 15.50 |
| Coho, ½ mp. | 15.00 | 15.00 |
| Pink, 1/t | 21.00 | 21.00 |
| Chum, 1/t | 19.00 | 18.00 |
| CR Chinooks, ½ | 23.00 | 23.00 |
| PS Sockeye, ½ hp. | 22.00 | 22.00 |
| PS Sockeye, ½ mf. | 21.00 | 21.00 |

*Reports of some offerings at ceiling price unconfirmed.

## Southern California Canned Fish Prices

*Quoted f.o.b. August 15.*

| | |
|---|---|
| TUNA | |
| Advertised Brands: | |
| White Meat, Fancy | $16.00 to $16.50 |
| White Meat, Standard | $15.00 |
| White Meat, C&F | $13.00 to $14.00 |
| Light Meat, Fancy | $14.75 |
| Light Meat, C&F | $13.00 |
| Light Meat, Grated | $10.00 |
| Private Label: | |
| White Meat, Fancy | $13.00 to $14.00 |
| White Meat, C&F | $12.00 |
| Ligh Meat, Fancy | $12.50 |
| Light Meat, C&F | $10.50 to $11.00 |
| Light Meat, Flakes | $10.50 |
| Light Meat, Grated | $ 8.00 |
| TONNO | |
| ½s, 48 | $15.75 |
| ¼s, 100 | $17.00 |
| MACKEREL | |
| Pacific, talls/nat, 48 | $ 6.25 |
| Jack, talls/nat, 48 | $ 6.25 |
| Jack, ovals, T/s, 48 | $ 1.75(export) |

## Mexican Pacific Shrimp Prices

*Prices quoted August 15, f.o.b. storage, West Coast, for Fancy, Premium brands, layer pack:*

| | Per LB. |
|---|---|
| *Under 15 | 75¢ |
| 15-20 | 75¢ |
| 21-25 | 65¢ |
| 26-30 | 60¢ |
| 31-42 | 50¢ |
| 42-65 | 37¢ to 45¢ |

*Actually there were no small counts in cold storage in Southern California in mid-August. The Gulf of California season opened around August 20, but for bay fishing, which would mean large counts.

### Parrott & Co. Operations Undergo Notable Changes

Parrott & Company operations in Southern California have been considerably expanded, with incorporation into the concern of Perrin C. Miller & Company, frozen food distributors in Los Angeles. Mr. Miller has taken over as branch manager under the new set-up.

In August, Parrott & Company moved from the location at 1709 W. 8th St., to more spacious quarters at 601 S. Ardmore, Los Angeles. Earl C. Wallen is sales representative for the canned foods division; William Lorenz has charge of frozen foods merchandising division.

Parrott & Company handle the distribution of canned tuna, sardines and mackerel packed by Pan-Pacific Fisheries, Inc., at the Terminal Island plant. Emory Saddler, who had been national sales manager, canned fish division, and recently transferred to San Francisco, resigned on August 1. His successor was not announced.

### Dan Woolf Dies

The many friends of Dan Woolf, Jr., 55, associated with Collins Bros., San Francisco sea food distributors for the past 15 months, were shocked to learn of his sudden death at his home in Oakland from a heart attack.

Mr. Woolf had been San Francisco manager of the Biddle Purchasing Co. and associated with that company 32 years, before going into business with Collins Bros.

*R. Starr Farish*, sales manager of the New England Fish Co., Seattle, was well on the way to complete recovery at presstime from a serious injury he sustained while swimming in July. Falling on a float, he broke four bones in his left hand, and was obliged to wear a complicated traction cast for several weeks.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.

**C. F. BUELOW COMPANY, INC.**
*Distributors:*
ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER MAIN 4464 SEATTLE 4, WASHINGTON

# AVONDALE

BUILDS THEM BETTER – BUILDS THEM TO LAST – BUILDS THEM OF **STEEL**

AVONDALE tuna clippers are better, tougher, more seaworthy, more durable, and longer lasting—because they're built of steel! Ask any owner or Captain of an AVONDALE-built clipper. His recommendation will be the proof of the kind of workmanship and skill that AVONDALE puts into each clipper. Before you build, consult AVONDALE engineers or their west coast representatives. Let them prove to you that AVONDALE clippers are better!

***West Coast Representatives:***

**DRAKE & BULLEN**

**SAN DIEGO, CALIFORNIA**

**AVONDALE MARINE WAYS, Inc.** WESTWEGO, LOUISIANA

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# MERCHANTS REFRIGERATING COMPANY

**(Est. 1889)**

**17 Varick Street, New York 13, N. Y.**

•

**Proper facilities for handling and storing**

**FROZEN FISH**
**and**
**SEA FOOD**

•

***Warehouses:***

**New York City, N. Y.**
**Jersey City, N. J.**
**Newark, N. J.**
**Buffalo, N. Y.**
**St. Louis, Mo.**
***Hopkins, Minn.**

***Under Construction**

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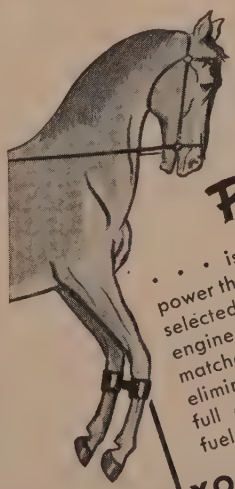

LIKE **HOBBLES ON A RACE HORSE**

. . . is the effect in killing speed and power that results from an inferior or badly selected propeller hooked up to your engine. A Michigan precision built wheel matched to your hull and engine will eliminate ruinous vibration, provide full engine effectiveness and greater fuel economy.

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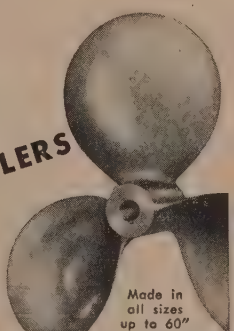

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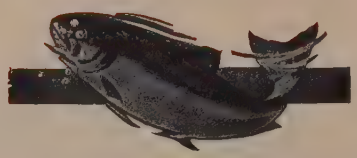

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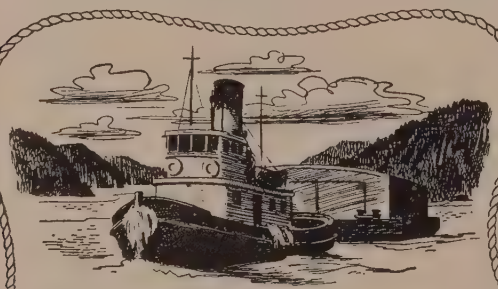

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## TUNED FOR TUNA

You can pack a lot of capability into 96′ of tuna clipper, if you're a fisherman who knows what he wants and what he needs; and if you're a designer who has drawn many successful tuna vessels, little ones and big ones, wooden ones and steel ones; and if you're a builder who puts something of himself into his boats, along with lots of sound experience and sound materials.

All three of these—the fisherman, the architect, the builder—got together on *Miss California*, which set out from Tacoma in June for tuna.

Commanded by Capt. Manuel Sousa, *Miss California* was designed by Arthur DeFever, Southern California naval architect specializing in tuna vessels, and was built by George Peterson of the Peterson Boat Building Co., likewise a specialist in tuna craft.

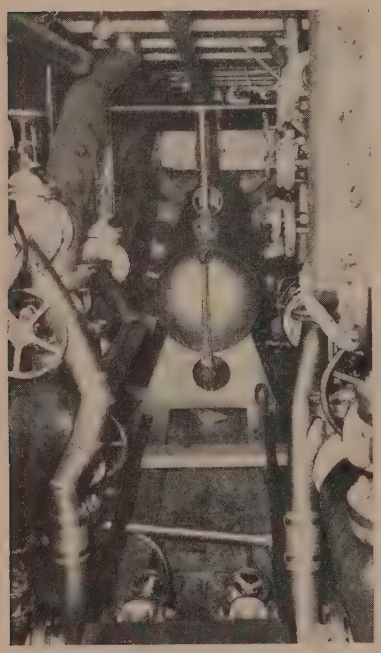
The clipper shares with other DeFever vessels of this size the easily-driven hull which achieves a handy turn of speed without sacrifice of cargo capacity and, more important yet, with no compromise in stability and seaworthiness.

There's 400 hp. to drive *Miss California* in her Enterprise propulsion diesel, flanked with a pair of General Motors diesel auxiliaries spinning 60-kw. generators. The Supe-

**Capt. Manuel Sousa, master of the clipper *Miss California*, stands on the right; with George Peterson, the vessel's builder, in the middle; and Clem Campbell, her chief engineer, on the left.**

riors are electric-started from Willard batteries.

Refrigeration for her tuna catch is provided by three Baker Refrigeration Corporation 3½ by 3½ "quad" compressors driven by 15-hp. motors. Bait pumps are Fairbanks-Morse verticals—now almost standard equipment on tuna clippers—with Jacuzzi pumps for refrigerated brine circulation and transfer, as well as refrigeration condenser service.



**After end detail of *Miss California's* shaft alley, showing the ingenious positioning of her ammonia receiver on the center-line of the vessel. The big piping provides water for the bait tanks; and the smaller circulates refrigerated brine through the cargo wells.**

*Miss California* is ruggedly built alow and aloft, from the great timber structures which compose her spine to her mast and the rigging that supports it. Her standing rigging is Wickwire-Spencer galvanized wire rope. There's power on deck, too, with a Northern cargo winch for handling the tuna out of her tanks.

An incidental detail of construction, but one which stood out as typical of the extra-strength built into *Miss California,* consists of four galvanized pipe supports of the shelter deck in the way of the discharge hatch, where they provide full measure of support at the cost of little space and no unwieldiness.

There's a sweeping bridge around *Miss California's* pilot house, where Capt. Sousa will have comfort and convenience and a full measure of visibility for working his vessel, be she in the slip, working a school of Yellowfin on the banks, or running home with her refrigerators full.

Her navigation equipment includes a Pacific Electronics radiophone, a Wood Freeman Metal Marine Pilot and Atlas compass. Controls are provided on the bridge as well as in the pilothouse. The revolutions of her shaft in its Goodrich cutless rubber bearing are reported to the helmsman on a Weston tachometer.

*Miss California's* chapel is a matter of particular pride to her owners. True, most tuna clippers have chapels, but that on *Miss California* is especially notable for a clipper of her size, as well as for its beauty and elaborateness.

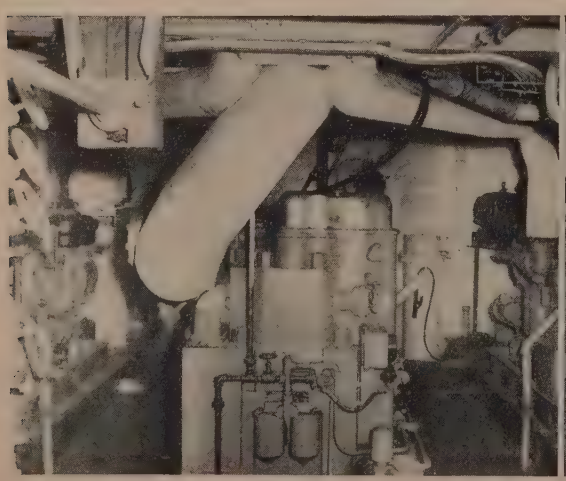
**The religious chapel on the tuna clipper *Miss California* is unusually fine for a vessel of this size.**

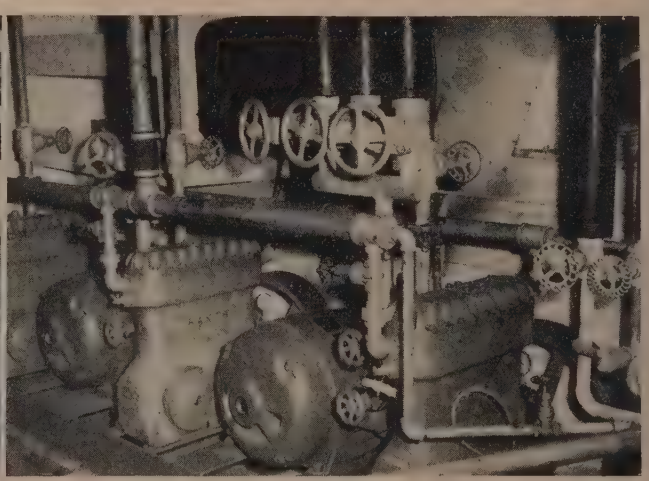
## *"Successful" Olympia Oyster Seed Catch is Reported*

Successful setting of Olympia oyster spat in all the principal native oyster bases of Puget Sound was reported by Washington department of fisheries biologists before August 1, with setting still in progress.

This guarantees an adequate supply of seed for the Olympia industry, continuing the run of several successive years without a spawning failure.

***Miss California's* 400-hp. Enterprise main diesel in its rugged, compact power dominates the engineroom at the left. Note the General Motors auxiliary diesels on either hand; and the Dodge bearing supporting the shaft to the steering quadrant in the upper left. The vessel is refrigerated by four Baker compressors, each 4-cylinder, of which three are shown on the right.**





### Horse-Drawn Seines Drive Through Loophole

Finding a loophole in the Washington fisheries code, a couple of horse-drawn beach seine operations drove-through on Puget Sound in July and created a crisis whose echoes rang from Cattle Point to the Smith Tower.

Robert Schoettler, Washington director of fisheries, scrutinized the code, scratched his head, and consulted the attorney general. He was told there wasn't a thing he could do about it—that beach seines are permitted under the Washington fisheries *law,* and that only the legislature can change it.

Of course, Puget Sound beach seining was provided in the law only for the purpose of taking herring, smelt and such-like—but the law does not limit beach seines to those fisheries, nor exclude them from taking salmon.

"We'll ask the next legislature to make a correction, but in the meantime the only thing the Department can do is to regulate the length of seine and size of mesh. This we have done," explained Mr. Schoettler.

Two beach seine licenses turned up as salmon operations on Cattle Point and Flat Point, both in the San Juan Channel area. They are operated by Kenneth Parker and Henry Cayou.

Mr. Parker is a veteran drag seine operator of the Columbia River, where he has been seining for nearly 50 years, latterly as seine boss for the Point Adams Packing Co.

Mr. Cayou is a former Puget Sound salmon trap operator who for many years made his residence at Deer Harbor, not far from where the beach seining is now being done. When "77" closed Washington waters to salmon traps he moved to the Columbia River and fished traps in Oregon waters until they were prohibited there also.

### Good Mild Cure Pack Put up at Nushagak

The floating saltery *Sea Venture,* operated under charter by John Niemi, is reported to have put-up a good-sized pack of mild cured salmon on Bristol Bay this season, making her headquarters primarily on the Nushagak. Her initial shipment of fish consisted of 100 tierces, but she is reported to have gotten substantially more than that.

The vessel was formerly the Monticello, is 136′ in length, and is owned by Robert Rayfield, Seattle.

### Harry Cunningham, Salmon Man, Dies Suddenly

Harry B. Cunningham, who had served two leading firms of the canned salmon business in executive capacities for 23 years, died of a heart attack at his Seattle home July 30.

Mr. Cunningham was 51; and is survived by his widow and one son.

For 14 years he was associated with the Alaska Pacific Salmon Corporation and the Skinner & Eddy Corporation; and for the last nine years had been purchasing agent for the Alaska Packers Association.

### Beached Troller Pulled From Clatsop Sandspit

The 43′ troller, *Snark,* which was beached on Clatsop Spit, at the south side of the Columbia River entrance, July 10, was salvaged by being cradled and hauled 3000 feet overland and relaunched.

Grounding of the vessel, and his attending exertions, cost the life of its operator, Peter Peuhkurinen, 60, who died of a heart attack aboard the coast guard vessel which took him off the wreck. Roy Adolphson, crew, was uninjured.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# Ideas from Eberhardt Oyster Farms

**The cannery wing of Eberhardt Oyster Farms plant, showing the cobbled concrete "fireplace" which actually is a modern oyster-smoking kiln with an interesting means of preventing smoke entering the packing plant.**

Technological development in oyster-smoking equipment marks the facilities with which Eberhardt's Oyster Farms, operated by Herman Eberhardt at Ocean Park, Wash., entered the smoked oyster field this year.

The smoking department differs materially in its concept—which is not surprising inasmuch as Mr. Eberhardt is noted for his development of new, and effective, wrinkles in his oyster operations.

His circular oyster shucking table served by a cylindrical bin stands out—and is outstanding.

But to get back to the new smoking equipment:

## *A Cobbled "Fireplace"*

Mr. Eberhardt calls his smokehouse "the fireplace," and such it appears to be from the outside. It is an all-concrete structure built from the rocky beach up the side of the cannery wing of his modern oyster plant. The exterior of the "fireplace" is faced with beach cobbles. There are two chimneys, one at either end of the "fireplace"; while doors give access to the fire level from the outside.

Inside the building the smoke kiln doors open directly into the canning room, but Mr. Eberhardt has worked out a method by which smoke from the kiln will be kept out of the packing room regardless of this fact.

One of the two chimneys takes its draft from the smoking level of the kiln, while the other chimney's lower opening is at the fire level. There are dampers between the two levels of the smokehouse, and fans to supplement natural draft in the chimneys.

When it is desired to open the doors of the kiln without getting smoke into the cannery, the dampers above the fires are closed and the fans started. This clears the smoke from the upper portion of the kiln out of one chimney, and from the fires out the other. The doors can then be opened without smoke entering the packing room.

Oysters for smoking are distributed on screen trays and these are placed on rack trucks which are pushed into the kiln.

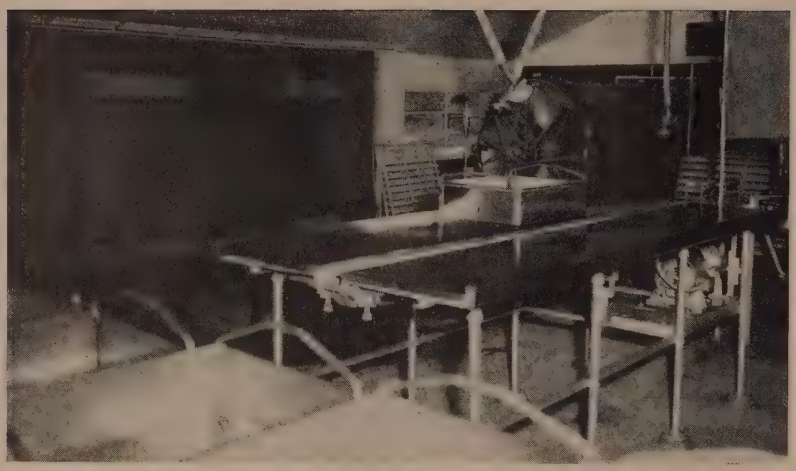
The Eberhardt Oyster Farms cannery is not large, but is thoroughly modern and furnished throughout with stainless steel in equipment and utensils.

**The circular oyster-opening table and cylindrical bin in the Eberhardt plant. The entire bin and table structure is of reinforced concrete. Note admirable lighting, and the drum in which shells are removed—after inspection.**

## *Sealed Cans Used For Fresh Oysters*

Another distinctive feature of the Eberhardt operation is the use of sealed cans for packing fresh oysters—thus returning to a practice followed in the early years of the Pacific oyster industry in the early '30s, but later largely abandoned.

The cans used are attractively lithographed by the American Can Co. and are closed on a Canco double-seamer.



**Herman Eberhardt, operator of Eberhardt Oyster Farms, standing at the doors of the oyster-smoking kiln. Although the kiln opens directly into the packing room of the cannery, its ingenious arrangement and equipment excludes the smoke.**

The sealed can is a rare package for oysters on the Pacific Coast, and it is not for this market that Mr. Eberhardt uses the package. His fresh oysters are packed in sealed cans especially for Middle Western markets, where they are well accustomed to fresh oysters in that form. They go to certain markets deep in the sales territory of the Eastern oyster industry to fill a demand for larger oysters than the Atlantic Coast produces — running from 8 to 10 to the pint.

### *Saving Oysters Rather Than Saving Labor*

In an oyster plant noteworthy for progressive planning and equipment, the metal drums into which shuckers discard their shells appears quite out of place. Mr. Eberhardt acknowledges that labor could be saved by a conveyor system, but says that he uses the cans because he's interested in saving oysters.

Beside each opener is the drum into which he drops his shell, and a basket into which small oysters are placed. These small oysters are opened later for a special trade which wants the tiny sizes—and the shuckers are paid a higher rate for opening the small ones.

Mr. Eberhardt points out that handling of the oyster shells in drums permits saving oysters in two ways:

1. Where the discarded shells are subject to inspection and can be traced to the individual shucker, there is less tendency for the openers to drop oysters which might prove difficult to open.

2. On some beds the shells of mature oysters may carry worthwhile numbers of small oysters from subsequent seeding. Where this condition is encountered, the shuck shells are returned to the beds instead of being sent to the dump. In this way a substantial saving is made in the use of naturally-caught domestic seed.

Tragedy struck the family of *Capt. Joao F. Reis,* skipper of the San Diego tuna clipper *High Seas,* in August. His 8-year-old daughter, Isabel, was run over by an automobile and killed.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### *Tuna Clipper "Equator" Launched at San Diego*

*Equator,* 138′ 3″ wood tuna clipper for M. O. Medina and associates, was launched with appropriate ceremonies at National Steel & Shipbuilding Corporation, San Diego, July 28. Don Loker, general manager, High Seas Tuna Packing Company, for which the vessel will fish, was master of ceremonies.

Among the speakers were: C. Arnholt Smith, president of the yard; Port Director John Bate, John D. Butler, mayor of San Diego; Capt. Donald B. MacDiamid, U.S. C.G., and others. Sponsor was Marie Delores Virissimo, daughter of the clipper's captain, Esmael Virissimo; Hazel Doris Virissimo was maid of honor.

*Equator* has an Enterprise Model DMG-38, 12 by 15 Enterprise diesel, supercharged to 925-hp. at 490 rpm., and driving a 96″ propeller through 2:1 reduction. Auxiliaries are a pair of Murphy, 6 cyl. 158-hp. diesels direct connected to 110-kw. generators. Refrigeration is by Kohlenberger for 360 tons. Vessel has a Sperry steering system.

### *Albacore Upset Costs Man's Life*

Harold Robert Glen Toth, 35, Monterey fisherman, was drowned last month when the Albacore boat *Butterfly* capsized in rough seas off Cape Colnett, 100 miles south of San Diego.

Skipper of the *Butterfly,* Dominic Grillo, 44, San Pedro, remained afloat with a life preserver for 10 hours, until picked up by another small boat, *Salty.* The body of Mr. Toth, held by a life preserver was then recovered. Survivor and victim were transferred to the Coast Guard cutter *Perseus,* thence to Coast Guard plane which took them to San Diego.

### *Fisherman Owes Life To Emergency Surgery*

Mike Kordich, 39, fisherman aboard the San Pedro tuna seiner *Western Fisher* recently owed his life to the U S. Coast Guard and a Mexican surgeon, when stricken by appendicitis while the vessel was off Acapulco enroute to Costa Rica.

Capt. Jerry Thomas radioed the Coast Guard for medical advice; then the seiner put into Acapulco, where the emergency operation was made. During it gas failed and the doctor used artificial respiration to keep Kordich alive. Following the operation he was flown to San Pedro.

# "St. Zita" Built to Fish Two Areas in a Single Season

Capt. Peter Xitco, Bellingham, one of Puget Sound's more successful fishermen, this year fished northern waters in the fleet working off the Alaska peninsula with his new *St. Zita.*

Like her predecessors, the *St. Peter* and the *St. Frances,* the new boat is built to her owner's rigid requirements. Capt. Xitco likes his boats to be roomy, with good seakeeping qualities and free from frills. He figures that his vessels are workers; and while every comfort is provided for all hands, the emphasis is on utility.

As are most of the new seiners built to the "Alaska limit" the *St. Zita* is 57′x17′x78″. Slightly beamier than many, *St. Zita* is built for double duty—working northern waters during the early season, and then south for the Puget Sound season in late July and August.

The deck house is standard with flying bridge, complete with the usual engine controls at two stations. Xitco has installed a Wood Freeman Iron Mike, a depth sounder and an "Oceanfone" 100-w radiotelephone.

"An easy 9½ knots," says Xitco, "will be my running speed with the power plant I have." This is the second boat which he has powered with a Murphy diesel. The *St. Peter,* Xitco's last boat had a Murphy, and when the time came to decide what power plant the new boat should have, the satisfactory service by the old engine was the deciding factor. Leon Sutter at the Alaska Pacific Supply delivered the new engine.

The new engine is rated at 190-hp. at cruising speed and the 52 x 39 Coolidge wheel is swung by a 3 to 1 Twin Disc reduction gear. Like many fishermen Xitco used a 3½″ Monel tailshaft in *St. Zita.*

The engine room is particularly roomy with plenty of space for the engineer to get at the various pieces of equipment installed there. There is the usual tank installation with two wing tanks against the after bulkhead.

For auxiliary power and for charging the complete set of Willard batteries a Cyclone 1500-watt generator powered with a Briggs and Stratton gas engine has been installed. For ground gear a Danforth anchor hangs in the bow chock.

### *Lazio Plant Canning Salmon at Eureka*

Reflecting the generally good catches of troll salmon along the northern California coast, the Tom Lazio Fish Company at Eureka started salmon canning operations in late July, to continue as the catch warrants through the remainder of the season.

During the first week of activity, the plant was turning out about 150 cases of No. 1-2 flats per day. In previous years, the plant has canned upward of 10,000 cases.

Meanwhile, however, the bulk of Eureka salmon was being shipped fresh, although the Eureka Branch of Cooperative Fisheries was putting down some mild cure.

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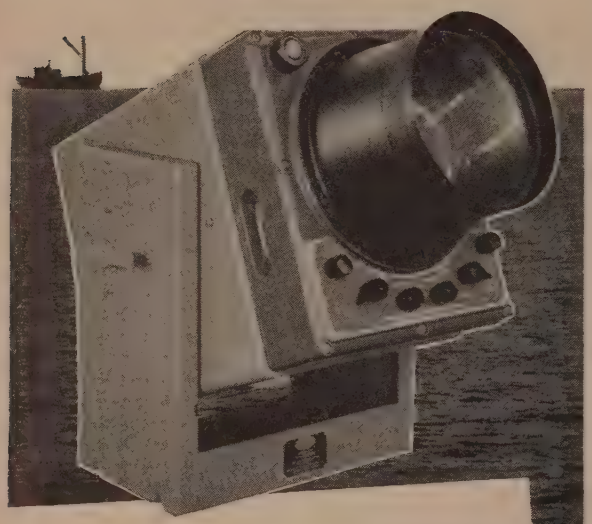

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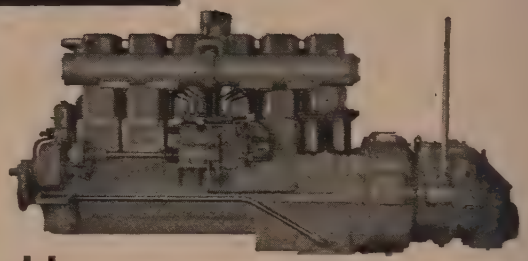

Here is a 6-cylinder, 4-cycle, medium speed engine designed for continuous duty. Weight: 4100 lbs. Bore: 5½". Stroke: 7". Displ. 998 cu. in. Available with this newly designed engine are: late-type reverse and reduction gears (ratios 1:1, 1.5:1, 1.75:1, 2:1, 2.5:1, 3:1), 24 or 32 volt generator, power take-off and auxiliary V belt drive. Write for Folder.

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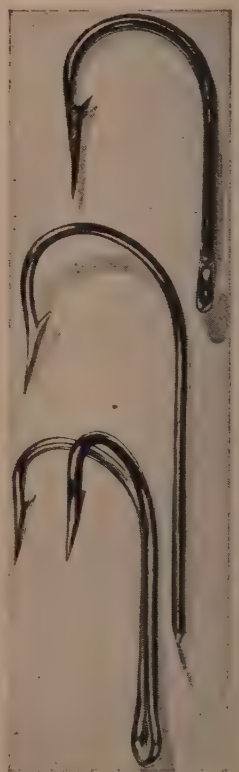

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### South African Pilchards Become Important Factor

Canned pilchard competition from South Africa is becoming a real problem for the California sardine industry in some of its export markets, and advices from South Africa indicate that production of canned pilchards is being sharply increased.

There are now at least 10 canneries on the west coast of Cape province, and all are reported to be expanding their production. The pack last year was approximately 300,000 cases.

A report from South Africa says: "Every ship leaving Table Bay for the Far East is now carrying cargoes of South African pilchards for the market in Singapore and the Federation of Malaya. The recent offer by merchants in Malaya to buy large quantities of pilchards is being met, and is proving a major source of sterling income."

### Early Canner Dies

Hugh MacArthur, 91, pioneer British Columbia fish packer, died recently and was buried in Vancouver. He came west from Ontario in 1895 and joined his brother-in-law, Duncan Rowan, in operating the Terra Nova cannery on Lulu Island. He made his home on Sea Island and had been in retirement for some time.

**Capt. Frank Breskovich's new 65′ seiner *Benjie Boy* follows the Southern California style which often dispenses with the turntable and fishes the seine right off the stern itself, after the manner of the lampara rigs. The mast is steel—hollow—and serves as compressed air-receiver for the Gardner-Denver air motor which starts the vessel's Enterprise diesel.**

# Steel Mast Does Double Duty, Serving as an Air-Receiver

Stand-out status is earned by *Benjie Boy,* Capt. Frank Breskovich's new San Pedro purse seiner — a 65′ combination mackerel and sardine fisherman.

Besides being the first purse seiner built in Southern California in some time, this craft from the ways of the Elite Boat Works, enjoys distinction on the basis of her diesel engine starting system.

Frank Breskovich thinks she'll win fame as a share-earner too, but we'll have to give her time for that.

The *Benjie Boy's* diesel is an Enterprise, 240-hp., working through a Western Marine reverse and reduction gear with 3 to 1 ratio. The gear has a power take-off sprocket from which the vessel's Northern Seiner winch is driven.

The big 240-hp. diesel is started by a Gardner-Denver air motor. It is a quiet, piston type motor, long proven in the most arduous service, and employing a small air-operated piston to engage the starter pinion, rather than the Bendix-spring system commonly found on self-starters.

An interesting feature of an already-interesting installation is the use of *Benjie Boy's* hollow steel mast as a receiver for compressed air. This eliminates the receiver tank below decks, with a gaining in space and cost. A 1″ pipe runs from the compressor driven from the forward end of the main engine to the heel of the mast, passing through a portion of the fish hold en route.

The mast is 33′ high, 6″ i.d. The mast was originally intended as an auxiliary to another tank below deck, but Captain Breskovich states that he is using it now as the main tank.

*Benjie Boy* uses a 3¾″ Monel shaft and a Lambie propeller. Fuel capacity is 3,000 gallons; water, 500 gallons. In the pilothouse is a Fathometer supplied by the Marine Radio Service, San Pedro. In the construction of the vessel 2″ planking was used and 110 oak frames.

Capt Breskovich is fishing for California Marine Curing and Packing Co.

**Captain Frank Breskovich, in the engineroom of his new purse seiner *Benjie Boy,* inspects the Model 72 Western Marine reverse and reduction gear through which the Enterprise diesel engine operates. The diesel is started by a Gardner-Denver air motor using the hollow steel mast as an air receiver.**

### Parrott Fish Sales Center in San Francisco

Parrott & Co. has transferred Emery Saddler from the Los Angeles office of the company where he had charge of all canned fish sales in that area, to San Francisco headquarters where all canned fish sales will be handled in the future.

# Low Temperature Drying Saves Feeding Values in Fish Meals

Protection of the feeding values inherent in fish meal by modification of drying processes has been demonstrated by studies conducted in the new Fisheries Center, University of Washington, Dr. W. H. Hastings, School of Fisheries technologist, told the annual Chemurgic Clinic, held at the University.

The studies followed some of the technological developments noted recently in the industry, where low-temperature drying is being resorted to, particularly in California, not only for protection of the nutritional properties of the meal but also as a means of reducing air pollution and contributing to "smog" conditions.

In a paper before the Chemurgic Clinic on the subject of "Feed Protein in Supplements from Fishery Products," Dr. Hastings said of the work done in his technological department:

"Work in the School of Fisheries laboratories on the effect of processing on the value of fish protein, based on amino acid content and chick growth, shows that the following factors adversely affect the feeding value: high temperature, long exposure to medium temperature, and drying to a low moisture content. Under these conditions, sensitive demands such as for chick growth, show a feeding value lower than the proportion of amino acid would indicate. This is especially noticed in trout rearing where protein forms a larger part of the ration than for any other animal. Sixty to seventy percent protein rations containing 50% of this as improperly processed fish meal really reflect deficiencies in digestibility or in accessory factors.

"According to amino acid composition studies expressed as the essential amino acid index related to whole egg protein, we found for casein (commercial grade) an index of 94, for rockfish fillet waste vacuum dried 82, steam dried 79, flame dried 71, and for steam dried ratfish 55. These samples were prepared in our pilot plant. Chick growth and feed efficiency studies showed the same relationship, except that commercial casein, even with cystine supplements, was less valuable than flame dried fish. Ratfish was low by both chemical index and chick growth because a fairly large proportion of its nitrogen is non-protein, which, by the way, is not reflected in a tag guarantee or selling price."

## *Oval-Packed Jack Mackerel in Demand*

Market observers at San Francisco report that there is a fair movement in jack mackerel in 15-oz. ovals, tomato sauce at $7.00 per case.

None of the fish is going to domestic markets, most of it going to the Philippines and to Singapore. Plenty of 15-oz. tall jack mackerel, natural, is reported to be available at $4.90 per case.

San Francisco market observers state that squid is selling for $4.75 per case. Fishermen are still getting $45 per ton for them in Monterey.

Very few resales on canned sardines are reported. A price of $5 per case is mentioned, but observers doubt that 5,000 cases could be found.

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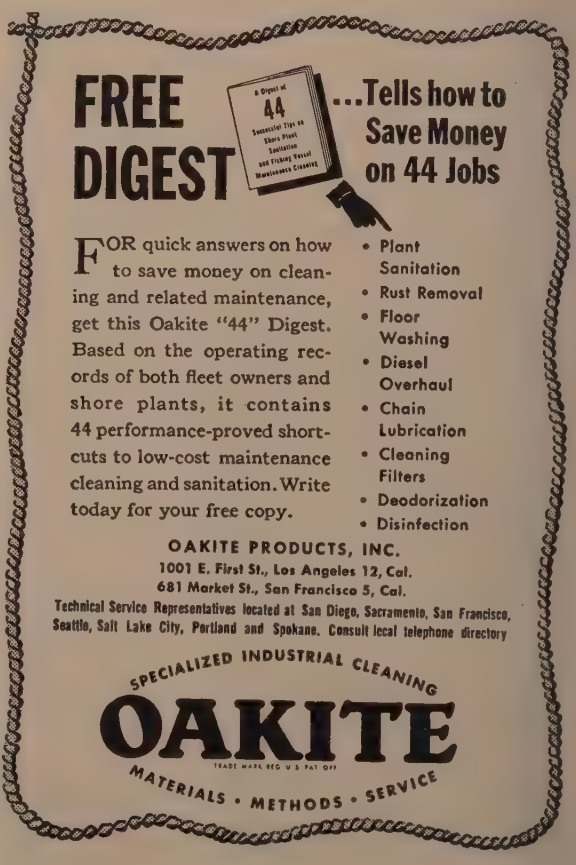
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### Entire Reduction Plant Shipped to England

P & L Welding & Machine Works, Anaheim, Calif., last month received an order to ship a complete 20-ton per hour reduction plant to British Cod Liver Oil, Ltd., Hull, England. It will be used to reduce cod, haddock and saithe. Arrangements for export were made through Frazar & Hansen, Ltd., San Francisco.

Equipment will consist of cookers, two Model M-75 B, P & L fish presses, driven by 7½-hp. variable-speed Sterling motors; two 18" hammer mills and a 20-ton Air Lift Drier. It is interesting to note that the success of the latter at Terminal Island Sea Foods, Ltd., Terminal Island, where it was developed and perfected, and later described in PACIFIC FISHERMAN, interested the British firm to purchase an Air Lift Drier from P & L, world distributors.

C. H. Pelser, president of P & L will fly to England to supervise final installation and observe initial operation of the plant, according to K. L. Lanker, secretary-treasurer of the Anaheim concern.

### Sausalito Fish Buying Station Active Factor

Mason Case Co., which operated last year at Moss Landing, receiving salmon and Albacore, now has a modern and efficient fish receiving station at the Sausalito Shipbuilding Co., Sausalito, Calif.

The Sausalito station has been busy this season receiving salmon and will shortly commence buying Albacore. To date about 150,000 lbs. of salmon has been purchased at Sausalito. The fish are sent to Moss Landing for mild curing. Albacore will be loaded into reefer trucks at Sausalito and shipped to southern California canneries.

Mel Davis is in charge of the Sausalito receiving station for Mason Case. He is an old-timer in the Pacific Coast fishing industry, and was with S. Einstoss in Fort Bragg for five years.

Standard Oil Co. fuels, greases, and lube oils are available at the Sausalito Shipbuilding Co. Mason Case receiving station, as is ice.

### Clipper Adds Compressor

*Southern Queen*, San Diego tuna clipper, has been equipped with a 4 cyl. high-speed Vilter compressor, driver by a 30-hp. motor. This new machine augments three other compressors in the vessel to improve her refrigeration system. The installation was made by R. E. Manns Company, Wilmington.

# "Eight Sisters" Shows How Gillnetters Have Grown Up

A fine example of how gillnet boats are taking on new character and capabilities, and how they are being built and equipped to fish that form of gear anywhere along the Columbia River, Puget Sound, Southeast Alaska, Cook Inlet and even Bristol Bay, is the *Eight Sisters*, completed at Astoria this spring and fished for the first time on the Copper River.

The craft is owned by Reuben Beebe and was built by Columbia Boat Building Co. It has rather unusual design and includes many features of equipment—all elements which Mr. Beebe counted the best features of boats which he had specially liked. The craft, for example, has a rounded stern, being a sharp departure in that respect from the traditional pointed-stern Columbia River gillnetter and the transom stern type which Joe Dyer pioneered there some years back.

The *Eight Sisters*, named for Mrs. Beebe's family, which consisted of eight sisters, is 35′ in length, with beam of 10½′. This would appear to bar her from participation in the Bristol Bay power boat fishery, as current Alaska regulations lay a limit of 32′ on power boats used in that Red salmon region.

Power for *Eight Sisters* is a 140-hp. Chrysler "Royal," working through a 3:1 reduction gear. The boat carries a Fraser River net reel with hydraulic drive. Another feature which is unusual in a gillnet boat is a 30-w. Pan-American radiophone, installed by Radio Service of Astoria.

Mr. Beebe conceives *Eight Sisters* as an all-purpose vessel, which can gillnet or troll for salmon; fish crab; jig for tuna; long-line for halibut; and serve as a "jitney" seiner in Alaska or on Puget Sound.

Mr. Beebe flew to Alaska in the late spring, his boat being taken to Cordova by Henry Kokko, an experienced Alaska fisherman; Bill McCoy and Bill Watson of Astoria. Mrs. Kokko accompanied them.

### Al Strachan Heads California Cooperative

Al Strachan recently took over as general manager of the Cooperative Fisheries on the northern California coast, succeeding Cliff Coppin, resigned.

The company now operates three branches, at Eureka, Fort Bragg and Crescent City, and rumors are that it may open a station at Sausalito next season.

Also, the firm has stationed a pick-up boat at Shelter Cove, on the southern Humboldt county coast, to facilitate deliveries of salmon in that sector.

During the last few months, the Co-op has opened up various new lines in Eureka, including pickled herring, spiced shrimp and crab legs, various smoked products and other specialities, all developed under Strachan's direction.

### Honolulu Broker Visits

Richard H. DeRoy, Honolulu, T.H., associate broker, Boyd-Collins Co., San Francisco, sea food factors, spent a month on the mainland. He visited Los Angeles, Mexico, and Seattle in company with Warren Boyd, Boyd-Collins Co., cementing relations with suppliers.

### Fishing Unions Protest Power Encroachment

Organized fishermen of British Columbia, through their United Fishermen and Allied Workers group, are planning a campaign designed to protect the province's fisheries against encroachment of power development.

Two major demands are being made by the organization:

1. That before any salmon bearing streams affecting salmon are utilized for hydroelectric purposes, all power sites which do not affect fisheries should first be utilized.

2. That comprehensive research be undertaken by federal and provincial fisheries departments and the International Pacific Salmon Fisheries Commission to insure that fisheries interests are adequately protected when necessary power development is undertaken.

Spokesmen for the organization pointed out that spawning grounds are limited and that proposed power development threatens their existence.

*Cavallieri*, San Francisco purse seiner owned by *Vince Cardinalli*, had her engine overhauled in San Pedro recently and left for tuna seining grounds to fish for Van Camp Sea Food Co.

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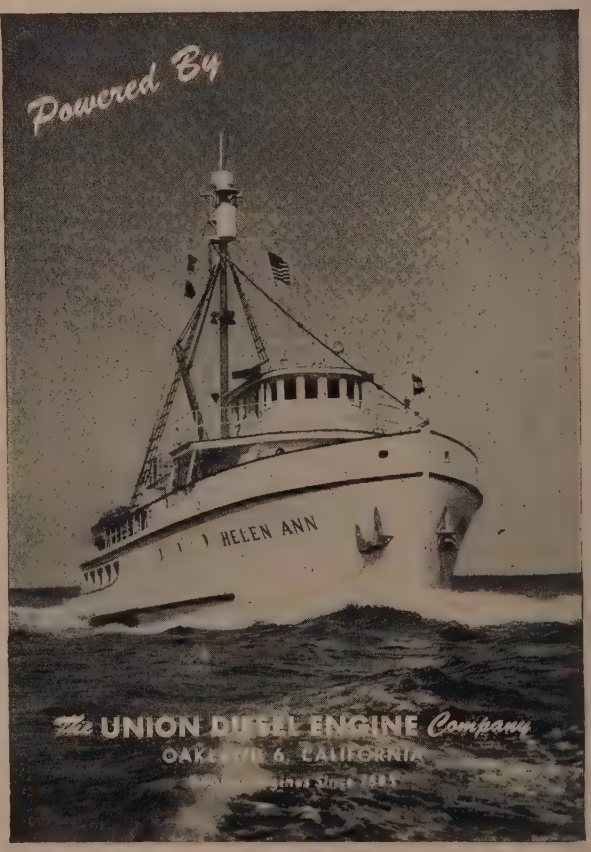

## Flyer, Author, Fisherman —That's E. R. Gann

Ernest R. Gann is a Connecticut Yankee who made good in three unrelated and difficult fields—commercial air lines pilot, novelist and short story writer, and Albacore fisherman.

For many years Ernie flew big airliners between San Francisco and Honolulu. Then shortly after the war, he decided to stick to the ground awhile, and wrote a number of successful short stories and the novel "Fiddler's Green" which has been made into a movie.

All the while Ernie was interested in commercial fishing, and he has been fishing Albacore for the past five seasons. He is the president of the Blue Water Fishing Co., which owns the smart little Albacore boat *Fred Holmes*, and the *Mike*.

Blue Water Fishing Co. bought the *Fred Holmes* in 1948, fresh from the ways of Olaf Brastad in Seattle. She is 40′ long, has a beam of 11′6″, and she was recently powered with a new Model 4JPMA Lister-Blackstone diesel engine, 40 hp., purchased from Hall-Young Co., Fishermen's Wharf, San Francisco, northern California distributors of Lister-Blackstone engines. The engine is fitted with a Twin-Disc 2.36-1 reverse and reduction gear, and it turns a Columbian propeller, also purchased from Hall-Young Co.

Fishing the *Fred Holmes* this season will be Harvey McDowell and his wife, while Ernie will skipper the larger *Mike*.

Who was the Fred Holmes that Ernie's neat little craft is named after? "Well, he was just one of the finest fellows who ever lived and one of my best friends," Ernie told PACIFIC FISHERMAN. "His son is a partner in the boat at the present time."

*Fred Holmes* has very comfortable accommodations, and is equipped with a Freeman Automatic Pilot, a Pan-American radiotelephone, and a Fisher Radio Pilot direction finder.

In the hold can be accomodated 9½ tons of iced fish.

## Kings Planted in Mendocino Streams

The State of California, Division of Fish & Game, has planted over 120,000 King salmon in the streams of Mendocino county recently.

This is the third planting in a four year test, and Fort Bragg fishermen are watching the experiment with interest.

**Ernest R. Gann, flyer, author and fisherman, president of the Blue Water Fishing Co., operator of Albacore boats.**

## Struck by Lightning, "Galante" Is Total Loss

*Galante*, San Francisco, former sharker, owned by Joe Campanelli, which has been freezing and shipping prawns in Panamanian waters, was struck by lightning, caught fire, and was a total loss off Paridas Island, near the west coast of Panama.

The cook, a Panamanian, lost his life in the fire, which spread, after the bolt struck, in about two minutes throughout the entire ship. When the bolt struck it practically wrecked the ship.

After vain efforts to put out the fire, the crew abandoned ship in a motor launch and took the injured ashore to Paridas Island. Joe Campanelli, Jr., son of the owner, suffered second degree burns on face and chest, in making vain efforts to rescue the cook. Other crew members were also injured.

## Mexican Sardine Firm Installs New Equipment

Indicative of considerable expansion in packing of sardines and mackerel at Ensenada, Lower California, the Mexican firm of La Industrial de Ensenada, S.A. operated by the Salazar brothers, has just taken delivery of two 250-hp. boilers, supplied by Harry Reed, United Sales & Engineering Company, Los Angeles. Also delivered are two new 20′ exhaust boxes with tables, to increase length of present two 60′ boxes. The concern packs for both domestic and export markets.

## Wash. Fisheries Plan Greater Salmon Research

An expanded program of salmon rehabilitation and research was underwritten by the Washington state legislature when it recently approved a fisheries outlay totaling $3,579,800.

Major new construction project will be a $350,000 combination fresh and salt-water hatchery at Hoodsport on Hood Canal. Production of Chinook salmon and salt-water-reared Pink and Chum salmon will be emphasized at the 12-pond station.

The first unit of the long-sought Nemah River hatchery in southwest Washington near Raymond will be constructed at a cost of approximately $80,000. The unit will include six rearing ponds and a water supply system. Hatcheries now located on the Nooksack, Samish, Skykomish, Chelalis, Green and Willapa Rivers will receive additional ponds and repair work.

A record sum of $189,000 will be expended in stream clearance and laddering projects in western Washington. This is in addition to the $120,000 item for laddering Tumwater Falls on the Deschutes River. The Deschutes ladder will facilitate upstream passage of a new run of salmon artificially introduced in the stream five years ago.

The fisheries budget also carries items of $1,959,200 for the lower Columbia River development program, and $33,574 for the Lewis River hatchery. Both are reimbursed funds, the former being financed by the federal government as part of its program of compensation for damage to fish life caused by construction of hydro-electric dams on the Columbia.

Commercial fishing taxes on Silver and Chinook salmon were increased and other licenses raised an average of 50%. The tax increase was supported by a majority of the commercial fishing industry as its contribution towards support of the salmon program.

## Monterey Sardine Firms Reach Out to South

San Xavier Fish Packing Co., Custom House Packing Co., Peninsula Packing Co., all of Monterey, and Santa Cruz Canning Co., Moss Landing, have installed a floating hopper, fish unloading pipe and pump and scales as a joint venture at Avila, near San Luis Obispo. Fish will be trucked to Monterey from this point, for processing when the sardine season opens.

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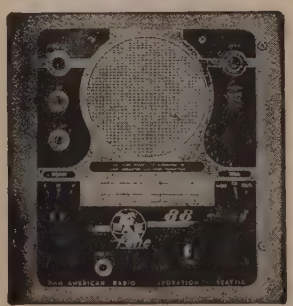

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### Abalone Research Starts In Monterey Area

Headquarters for California abalone research will be established in Monterey, it was announced by Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish & Game.

The *Broadbill,* operated by the bureau and equipped for diving, will be stationed at Monterey. She is a 32 footer.

Research will be to evaluate all phases of abalone fishing, and to determine how many abalones can be taken safely and how long it will take to bring back the depleted abalone crop in the Monterey area.

Mr. Croker said that the Fish & Game Commission is on record as opposing commercial diving in coastal counties north of the Golden Gate, until more biographical information is gathered on the abalone.

### 5 Northern Californians On Advisory Committee

Secretary of Agriculture Charles F. Brannan has announced the appointment of five northern Californians to the California Canned Fish Advisory Committee.

Appointed were Sal J. Ferrante, Oxnard Canning Co., Barney Kitchens, Custom House Packing Co., Phelps Hollywood, Carmel Canning Co., Don T. Saxby, California Packing Corp., and A. H. Mendonca, F. E. Booth Co., Inc.

The committee will consult with the Department of Agriculture on special fishing problems which may arise in connection with the defense program.

The committee will advise the Department of Agriculture on any problems of manpower, marketing, or production which may result in the fishing industry as a result of civilian defense policies.

Chairman of the group will be George L. Purchase, director of the fats and oils branch of the production and marketing administration of the Department of Agriculture.

### Blodgett to Build Shrimp Plant

John F. "Jack" Blodgett, for many years with Wilbur-Ellis Co., San Francisco, in the frozen sea foods department, and before that with Technical Fisheries in San Francisco and South America, has resigned his position, to build and operate a small shrimp freezing and packing plant at Brownsville, Texas.

The company will be known as Blodgett & Co., and will pack shrimp in 12-oz. consumer type packages.

# Industry Seeks Universal Standards for Fish Meal

Discussions have taken place in Monterey and Southern California between representatives of the feed industry, and those of the California fish reduction industry toward working out and setting up mutually recognized standards for fish meal.

At a meeting in Los Angeles it was reported that the objectives as set up were recognized and acceptable to all. Namely, that recognized standards of fish meal is the primary objective of the Code for Fish Meal, and that according to the articles enumerated therein the term "Deliveries against this contract are guaranteed to meet all specifications of industry code for fish meal" may be used as a guaranty and complete protection as to the fullfillment of all sales and purchase contracts between seller, distributor, and buyer of fish meal.

The fish meal industry now has the recommended code under official consideration. Parts of the recommended code are as follows:

*Texture and Composition*

1. Uniform grind, color and protein content per lot. Protein content variation should not exceed 10% of the lot average. Study should be given to the possibilities and the advantages of blending for uniformity.

2. Maximum particle size about 3 mm. dia. All to pass No. 7 Tyler standard screen, and 98% to pass No. 9 Tyler standard screen.

3. Protein content should be guaranteed on a standard moisture basis, such as 8% to be chosen by joint agreement of all parties.

4. Moisture should be 10% or under in meal at loading time.

5. Fat content should not be over 10%, preferably not over 8%. Minimum 5%.

6. Manufacturers name should be stated on the label. Manufacturer remains responsible for his own tag, and statements thereon. Kind of fish material should be described on tag, i.e., tuna cannery residue, whole sardines, etc.

*Quality Maintenance*

1. Meal should be well cured and cool prior to sacking and shipping.

2. Avoid overheating and scorching during drying.

*Packing* and *Shipping*

1. Sack contents should be a minimum of 100 lbs. on standard moisture basis.

*General Considerations*

1. Price determination should be based upon the minimum percentage of protein and the net weight stated on the label in accordance with general feed trade practice.

2. The practicality of grade guarantees should be studied for possible adoption in California trade.

3. It is assumed that all sales of fish meal will be in full conformity with laws and regulations of the commercial feeding stuffs chapter of the agricultural code.

### Petersburger Fishes Snug Halibut-Salmon Craft

Compactly designed to earn a share at halibut long-lining and salmon seining as well, with perhaps a turn at other trades which look profitable, *Loui M.* was put to work at Petersburg this season by Leonard Martens, one of the three members of one of the fishingest families in Southeast Alaska. The family fishes *Lorelei II,* owned by Elmer Martens; *Pamela Rae,* owned by Magnus Martens, and now Leonard Martens' *Loui M.* All are Sagstad-built.

Newest of the three is the smallest —48'. Her 100-hp. Cummins turns through a 3 to 1 Twin-Disc reduction gear. She carries a 400-fathom Bendix depth recorder, Fisher d.f. and Wood Freeman compass pilot. Winches are Kolstrands.

### B.C. Power Plans Diverted from Quesnel

British Columbia's salmon industry had reason to cheer when it was announced that the provincial power commission had decided not to develop hydro-electric power on the Quesnel River but had instead diverted its attention to the Blackwater, which flows into the Fraser River north of the town of Quesnel.

The Quesnel River is regarded as a potentially important Sockeye spawning stream; the Blackwater is of negligible value from the fishery standpoint.

Members of the International Pacific Salmon Fisheries Commission had feared that the government's original proposal would seriously interfere with the Sockeye fishery in that area.

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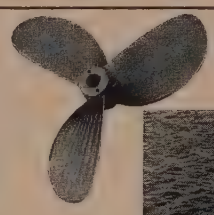

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# Blindness in Conservation Is No Monopoly of Japan

Blind dependence upon hatcheries —ever the darlings of bureaucracy— threatens the existence of Japan's remaining salmon fisheries, while all of that country's fresh-water fish resources are endangered by inadequate knowledge, ineffective conservation, and the demands of other water use projects.

Thus, in one short sentence, may be condensed the findings of Dr. Richard Van Cleve, director of the University of Washington School of Fisheries, who made a three-month study of Japan's fresh-water fisheries and water use projects in the spring and early summer of 1951.

Although the condition in Japan is greatly aggravated, its pattern follows to some extent that found in Pacific Northwest policy today. Because of this parallelism, which seems to be associated with anadromous fish in a developed region, the Van Cleve report is of particular interest in Oregon, Washington and California today.

Dr. Van Cleve found that Japan's fresh-water fisheries have been impaired, and are further threatened by use of the rivers for irrigation, power and flood control works. Too, fish ladders are ill-designed and biological information is sadly lacking. "Industrial pollution . . . is practically uncontrolled." "Effective conservation laws are lacking."

The summary of the Van Cleve findings would apply with almost equal force to the Pacific States.

Japanese attitude toward salmon hatcheries resembles that of some Americans, although greatly aggravated by the peculiar angles of Oriental bureaucracy and the national demand that anything edible be used for food.

**Dr. Richard Van Cleve, director of the School of Fisheries, University of Washington, whose studies and impressions of Japan's fresh water fisheries and their conservation are reflected here. He is pictured in his laboratory at the University's new Fisheries Center.**

Hatcheries are operated on an "income budget." Natural spawning is eliminated so far as possible. All fish are taken, and the ripe ones spawned. Green fish, and the spawned carcasses, are sold and the receipts used for hatchery support.

Japan has in its government service competent officials and scientists who are working actively and zealously toward a real solution of their problems, Dr. Van Cleve makes clear; but he feels that the work of these people is made difficult and their progress handicapped by bureaucratic hobbles, which in fact impair the future of the nation's fresh-water fishery resources.

In his castigation of Japan's salmon conservation program, Dr. Van Cleve makes it plain that he feels leaning on artificial propagation is putting trust in a weak reed. He writes:

"Elimination of natural reproduction and the placing of the entire future of the salmon stocks in the hatcheries alone are reducing the productive capacity . . . to a small fraction of its potential capacity if natural spawning was permitted and protected."

"Further reduction of natural spawning beds through pollution and impassable dams is creating problems in salmon conservation that are likely to be cumulative in effect and not reversible. They are problems that if not faced and solved now may be impossible to solve later. They can well mean in the end the complete elimination of the Hokkaido salmon runs."

"*Creation of a government bureau that supports itself by competing with fishermen for their fish appears to be an unjustifiable use of that resource. A natural resource should be utilized for the benefit of the people as a whole, not for the support of a governmental organization that was created originally to protect and conserve that resource.*" (Emphasis supplied by editor.)

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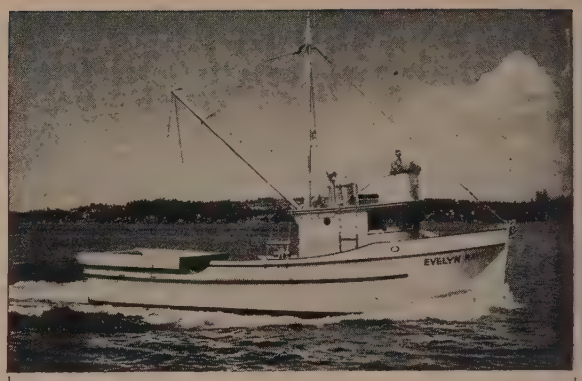

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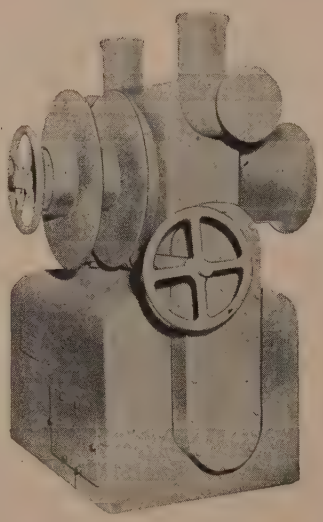

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***Cannery:*** **ANACORTES, WASH.**

# DRY Fish Solubles Rated Next Big Step in By-Products

Sharp minds of fish by-products technologists in the industry's laboratories on both coasts are tackling the problems attendant upon full dehydration of Condensed Fish Solubles, and a year should bring processes which will extend the market for the product—this in the view of Wayne M. Waller, director of the By-Products Section of the National Fisheries Institute, who spent July on the Pacific Coast, calling on the by-products operators.

The solution will come from within the industry itself, Mr. Waller believes, for it is there that the problem is being attacked most vigorously. He anticipated that drying of solubles will come as an extension of the present processes for multi-stage evaporation under vacuum, although some researchers are seeking entirely new means of achieving dry solubles, steps which would by-pass present methods.

Technological problems encountered are at least three in number:

1. Handling of the material at the higher percentages of solids without arriving at an intractable glue.

2. The btu *cost* in removal of water by means of evaporation.

3. Avoidance of destruction of nutritional factors by elevated temperatures.

Mr. Waller feels that the market for fish solubles can be greatly extended when they can be produced in dry form. This would permit their being marketed in either of two forms: (a) mixed with the meal; (b) as a separate product.

The smaller feed manufacturers are particularly anxious for the solubles-enriched meal, as this would eliminate the necessity of stocking two bulk items. Operators of this class also have been slow to take up the use of liquid solubles, due to the cost of equipment presently necessary for incorporating the liquid product in dry feeds.

Larger feed operators, on the other hand, are expected to want the solubles separately, as this gives them control over formulation, making possible special feeds and tailored diet supplements; while availability of the dry solubles opens interesting possibilities of products in which they constitute the principal ingredient.

Fundamental factor behind the urge to develop dry solubles lies in the feed industry's devotion to dry, free-flowing materials. Its equipment, methods, packaging, storing and shipping all are keyed to dry ingredients. Handling of wet solubles has presented problems and involved costs which have reacted against their acceptance and fullest utilization.

Mr. Waller believes that dry solubles will greatly expand the demand for the product. He is convinced that the feed industry is coming more and more to look upon the various synthetics as valuable *supplements to,* but *not substitutes for,* fish solubles.

## B. C. Packers' Sales Top $38 Million

Sales of B. C. Packers, Ltd., during the year ended March 31 were the highest in the company's history —$38,357,815, reflecting not only the organization's operations in fishing and whaling in British Columbia, but its activity in Manitoba, and Nova Scotia and some production in the United States, including Alaska.

More than a year ago, the company entered into an arrangement with a producer of fillets in Nova Scotia to pack "Rupert brand" Atlantic halibut fillets and haddock fillets in one-pound cartons. This has been continued.

Income for the year is reported by President John M. Buchanan as $1,893,942.

"The prudence of the company's long- term program of process, product and geographic diversification, in the course of which technical knowledge and skills have developed is reflected in the results of the year," comments Mr. Buchanan.

## Tuna Clipper "Countess" Lost in Accident

*Countess,* new 120′ tuna clipper, on her second trip, went ashore at dangerous Sacramento Reef, Lower California, caught fire and was destroyed, July 13. The 12-man crew aboard the $350,000 hook-and-liner saved themselves in the power dory and skiffs.

The regular skipper and co-owner, Antonio Francisco, had just previously been flown home for illness. The vessel was built at Tacoma and commissioned early this year. She was fishing for High Seas Tuna Packing Company.

## Canada Council Manager Plans Vancouver Convention

Gordon O'Brien, secretary-manager of the Fisheries Council of Canada, with headquarteers at Ottawa, paid his first visit to the Pacific coast in his official capacity early in August, conferred with provincial government fisheries officials in Victoria and Vancouver and was the guest of the British Columbia operators at an informal reception at the Capilano Golf and Country Club, West Vancouver.

During his visit to the coast Mr. O'Brien furthered plans for the first west coast meeting of the Fisheries Council of Canada, to be held in Vancouver next April.

## Co-op Federation Sales Up, But Volume Drops

Production of the various member groups in British Columbia of the Fishermen's Co-operative Federation in 1950 was less than in other recent years, totalling 20,207,677 pounds, compared with the record 26,814,276 pounds in 1949, but the dollar value of sales last year was slightly higher.

"Mistakes have no doubt been made but it can be said that, on the whole, the strong position of the federation built up over the years has been maintained," declared the directors, who expressed regret at the decline in volume of operations since "only through large volume can percentage cost of all phases of production, processing and sales be reduced or even kept to an economic level."

Fish sales recorded by the federation last year were valued at $6,401,664, compared with $5,633,230 in the previous year, but there was a sharp decline in oil sales. In 1948, the co-operative organization was able to report oil sales totaling nearly $2,000,000, but in 1949 less than half that amount represented the year's sales (actually only $876,443), and in 1950 oil sales were relatively a mere trickle—$391,522.

## Cannery Tender Sinks

Cannery tender *Neptune,* a former halibut vessel, struck a floating trap in Southeast Alaska waters early in the Pink salmon season there, and sank in 80 fathoms. She was serving the George Inlet cannery of Libby, McNeill & Libby and was en route to Anan Creek at the time. The vessel was owned by W. E. Muller and was in charge of Donald Holdal.

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# LINES and LEADERS

## Pacific Wire Works Marks Its 60th Anniversary

One of the Pacific Northwest pioneer industries, developed from a small ornamental iron shop in 1891 to its present leadership as a producer of woven wire products, the Pacific Wire Works Co., Seattle, this summer celebrated its 60th birthday.

Announcement that this firm has completed three decades of service as "artisans in wire" and that its plant facilities are being expanded, was made by President Karl H. Kaye, one of the same family which has conducted the affairs of the Pacific Wire Works since its founding. Construction of a new addition to its plant has just been completed with increased facilities to provide for several defense contracts as well as for regular manufacture of its many products.

In the past few years the firm has created many and diverse wire products for more economical operation in the canning and packing industries of the Pacific Coast, including particularly salmon canning coolers which have proven highly successful in some of the newest canneries in the industry.

## John Weber New Head Of International Paint Co.

At a board of directors' meeting of the International Paint Company, Inc., held recently at their New York office, 21 West Street, John W. Weber, Jr., was elected president. He succeeds the late Arthur Ward, who passed away May 17, 1951.

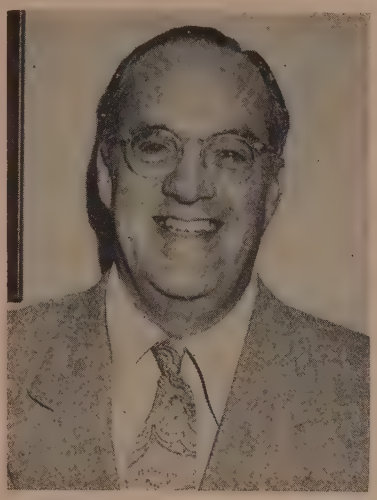
Mr. Weber has held a high executive position with the company for nearly 25 years. He has served as vice president, assistant treasurer and a director since 1932. He is also the treasurer of the Marine Painters' Association, and a director of Wm. Ulmer, Inc., and the Ulmer Park Realty Company.

International Paints and compositions are most favorably regarded wherever commercial fishing craft, work boats and yachts are built, serviced and operated. The products are found in all important ports throughout the world.

## NC Marine Management Changes are Announced

Resignation of L. O. Johnson as manager of its NC Marine Division, effective August 1, has been announced by Northern Commercial Company. D. E. Erickson was named acting manager. He has been with the company since 1948 when Northern Commercial acquired the distributorship for Caterpillar Marine Diesels in Western Washington, and set up the NC Marine Division with dockside shops on Lake Union, Seattle.

Erickson, variously known as "Eric" or "Eldon" to people in the fishing fleet and marine industries, achieved unusual recognition last year within the Caterpillar organization by finishing second in a nationwide competition on engine sales. Before coming to NC Marine, Erickson was production manager for Olsen & Wing Marine Works. He is married, has two children, and lives just north of the city limits, near Puget Sound.



**Don Farmer, well known in the Pacific Coast marine diesel engine business, was recently appointed western manager, P & H Diesel Engine Division, Harnischfeger Corporation, and is making his headquarters at 82 Beale St., San Francisco. He was formerly West Coast factory representative for the Murphy Diesel Engine Co. He served during the war as a colonel in Army Ordnance, and before the war was with Allis-Chalmers Co. for many years in the tractor division.**

## Henry Ederer Joins Fishery Supply Co. Sales Staff

Henry J. Ederer, who for many years has specialized in fish netting sales on the Pacific Coast, recently joined the sales staff of the Fisheries Supply Co., Pier 55, Seattle.

In making the announcement, Fain Sutter, president of Fisheries Supply Co., said the house felt fortunate in securing the services of a man so widely known in the fisheries as Mr. Ederer, who is familiar with fishermen and operators and their problems, all the way from San Diego to Bristol Bay.

Although he has served the fishing industry of the Pacific Coast for a considerable number of years, Mr. Ederer's experience with the fisheries extends further than the length of the Pacific coastline, as he made his netting sales headquarters in Gloucester, Mass., for a number of years.

## Big "Caterpillar" Diesels Featured in Booklet

The four largest engines of the Caterpillar Diesel Marine line was featured in a new booklet containing sixteen pages of cutaway photographs, diagrams, and specifications. All four of the engines discussed, the D397, D386, D375, and the D364, are similar in general design, using many of the same parts and having many features in common.

The booklet points out many of the design features of these engines and explains them in easy to understand language. Copies may be obtained by requesting Form 30048 from Caterpillar Tractor Co., Peoria 8, Illinois.

## Ets-Hokin & Galvin Distributing "SurEcho" Depth Finders

Ets-Hokin & Galvan announce their appointment as distributors for two new lines: the "SurEcho" depth finder, manufactured by Wilfred O. White & Sons, and Russell & Stoll weather-proof and explosion-proof marine electrical fixtures, switches, etc.

A number of SurEcho installations have already been made by Ets-Hokin & Galvan with excellent results reported. This depth recorder has a range of 60 fathoms and a number of extra features, including keel-to-bottom measurement, feet and fathom indicator and simple one-knob operation. Wilfred O. White & Sons are making immediate delivery on the SurEcho, although they are at present greatly increasing the size of their plant to build depth recorders for a large number of naval ships.

## Sperry Sales Head Dies

Omar B. Whitaker, manager of marine sales, Sperry Gyroscope Company, died August 1, at Great Neck, L.I., after a long illness. He had been with Sperry for 37 years.

Widely known in naval and maritime circles, in which he was an active participant, Mr. Whitaker was a past president, Propeller Club of the United States, and was treasurer of the Society of Naval Architects & Marine Engineers when he died. He came to Sperry as an enlisted man from the U.S. Navy.

## Union Diesel Equipment Handled at Coos Bay

S. W. Newell, vice president of The Union Diesel Engine Co., announced late in July that the company had made arrangements with Kelley Forge & Machine Works, Coos Bay, Ore., for them to carry Union diesel equipment. He said: "This added service will be of interest to all who use heat exchangers, and alarm systems, as well as internal combustion engines, or who need custom machinery or machine work. John H. Kelley has had an excellent background in the marine business in general and in machinery in particular. He was employed by Albina Engine & Machine Works in Portland while they were building fleets of Union diesel powered vessels.

## Oil Cooler Adds Life For Hydraulic Gears

Detroit Diesel Engine Division has announced a new auxiliary oil cooler as standard equipment for most GM diesel marine propulsion units. The new cooler affords greater flexibility of operation and longer trouble-free life for General Motors hydraulic reverse gears.

The new feature enables the lubricating oil in the reverse gear to circulate through a series of plates in the engine's fresh water system, thus providing a more uniform temperature in the gear box.

## Fibreboard Adds Directors

At its regular meeting, May 23rd, the Board of Directors of Fibreboard Products, Inc., authorized an increase in the number of members of the Board, and Edmund J. Farina, Vice President in Charge of Sales, and Robert E. Bundy, Vice President in Charge of Production. were elected to the new offices.

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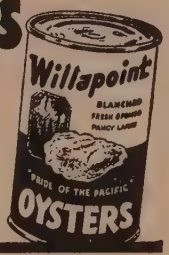


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## Rietz Machine Firm Move to Santa Rosa

Rietz Manufacturing Company, for 87 years located in the industrial district of San Francisco, has announced removal of the company's main office and plant to 150 Todd Road, Santa Rosa, where new buildings are being completed for the firm. Carl A. Rietz, president of the company, said that his firm would continue to manufacture equipment for the food and chemical processing industries, as well as the feed machinery formerly manufactured by Jos. Wagner Company here.

Rietz also announced that P. H. Mulcahy would continue as vice president and general manager, and Robert T. Wolf, as secretary-treasurer of the company in the new location.

## Cracked Crab Dining Car Feature Stimulates Sales

Chefs aboard Union Pacific dining cars prepared two-and-a-half tons of cracked crab during the month of March as the result of a simultaneous advertising campaign conducted by the company.

Through that month, Union Pacific featured cracked crab on its diners in ads run in metropolitan newspapers and national magazines. Hungry Union Pacific travelers responded by consuming 5,000 pounds of crab meat within the 31 day period.

The March cracked crab ad was the ninth in a year-long campaign which features each month a different dish served in the company's dining cars.

**Robert Ladd, for the past two years Pacific Northwest representative of Plymouth Cordage Co., has been transferred to the Pacific district headquarters in San Francisco as assistant to W. C. Bryant, Pacific Coast manager.**

A Bendix DR-9 Depth Recorder has been installed by Shepherd Diesel Marine, San Diego in the clipper, **St. Frances'** tuna tender. Corresponding transducers were installed in both power boat and clipper for transfer of the electronic equipment to the larger vessel when not in use for live bait scouting.

## Washington Stove Works Names Seattle Manager

Fred M. Landis has been appointed as branch manager and sales representative for the Washington Stove Works in the Seattle area. Mr. Landis has had many years of experience in the appliance field, having been connected some time with Puget Sound Power and Light, appliance installation division.

## *Continental Can Builds Plant at Pittsburg, Calif.*

Continental Can Company has acquired a 45-acre plant site in Pittsburg, California. As soon as work can be started, Continental plans to erect a modern one-story plant on the site for the manufacture of fibre shipping drums.

*Janario Joseph*, known in the Southern California tuna fleet as "January Jo," died of a heart attack at San Diego August 2. Practically retired during the past few years, Joseph had been original owner of the clipper *Magellan*, built in the early 30's.

*Angelo D'Acquisto*, San Francisco representative of the Adams Net & Twine Co., has sufficiently recovered from his recent serious illness to leave for Alaska for his 52nd season. He is fish boss for the Red Salmon Co.

*Roy Clark*, Fort Bragg, has repowered his 35' combination boat *Roy C.* with a three cyl. GM diesel engine purchased from West Coast Engine & Equipment Co., Fort Bragg.


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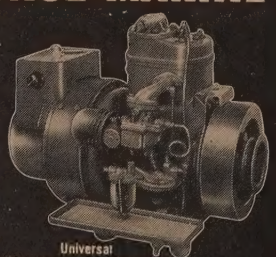

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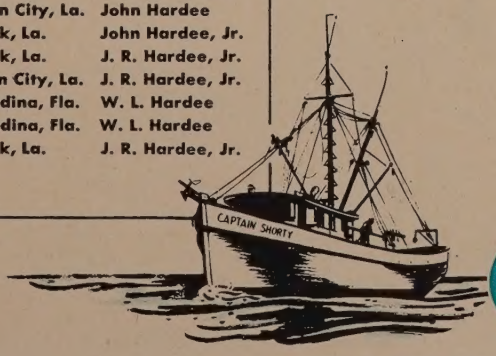


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